

FEBRUARY 8, 1952

The Autocar

FOUNDED 1895

LARGEST CIRCULATION

1/-

World-wide and Handsome



The new **Austin A40 SOMERSET**

It's an exciting new Austin . . . the handsome A40 Somerset saloon.

NEW REFINEMENTS include a large, curved wind-screen and rear window—steering-column gear control—wide, rear-opening doors with safety locks at rear—external sidelamps always visible to driver—luxurious

leather covered foam rubber seating—more room all round.

PERFORMANCE PLUS STAMINA—the famous, record-breaking, 4-cylinder overhead valve A40 engine has new combustion chamber design for extra top gear performance. The Somerset is at your local dealer's now.

A U S T I N — you can depend on it!

"Take that filthy stuff away!"



How right he is to insist on throwing away that dirt-laden PUROLATOR Filter Element without delay. It has done a grand job — saved dangerous abrasives from accumulating in the engine oil — probably saved pounds in repair bills, too.

But after 5000 miles or so it is pretty well choked up and needs replacing with a new element.

Costly? — just a few shillings.
Difficult? — it's simple as ABC.

- A Remove the filter lid.
- B Knock the dirty element against dustbin — it will fall away without being touched.
- C Insert new element.

The PUROLATOR Micronic Oil Filter stops *all* dangerous dirt down to the smallest micron-sized atom that can harm an engine. The extra-capacity quick-change element ensures fully efficient filtration always.

PUROLATOR

REGD. TRADE MARK

Micronic OIL FILTER

AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA



C.J.L.

FEBRUARY 8, 1952

The Autocar

HILLMAN MINX

1st
(M. B. ANDERSON)

FOR THE *fourth* SUCCESSIVE YEAR

2nd
(J. H. KEMSLEY)

IN MONTE CARLO RALLY COMFORT COMPETITION

CLASS II



YOU GET SO MUCH MORE COMFORT IN THE MINX

MONTE CARLO RALLY 1952

MINTEX SCORES AGAIN

*4 out of the
first 6 cars*

WERE FITTED WITH MINTEX BRAKE LINERS

2nd Stirling Moss - - Sunbeam Talbot

4th R. Cotton - - Jaguar Mk VII

5th M. Becquart - - Jowett Jupiter

(also 2nd in 1100 to 1500 cc class)

6th J. Heurtaux - - Jaguar Mk VII

(Subject to official confirmation)

When high performance is required you can rely on

MINTEX

Mintex Brake & Clutch Liners are manufactured by BRITISH BELTING & ASBESTOS LTD., CLECKHEATON, YORKSHIRE
and are obtainable from all Mintex Service Depots and Stockists.



Firestone TYRES

are so
consistently good!

CAR TYRES • TRUCK TYRES • TRACTOR TYRES • CYCLE AND MOTOR CYCLE TYRES



when
you are buying
or selling a car

Measham today is a 17-acre estate in the centre of England, where in 10 years £22,000,000 worth of vehicles have been sold. It is the world's greatest motor sale, drawing the most and the best buyers. Measham will collect your car, value, valet, store, sell, and deliver it. Entry fee is £1 per sale for any vehicle and 5% commission only when sold.

50,000 vehicles have been sold at Measham — it's a Motoring Institution! Sale Conditions — write for a copy — include the famous Protection Clause.

SALES EVERY TUESDAY AND THURSDAY • FREE TRAVEL TO AND FROM MEASHAM — WRITE FOR TIME TABLE

Measham Motor Sales Organisation
(G. A. HILL, M.I.M.I.)

Head Offices and Sales Headquarters: Measham, Burton-on-Trent.
Telephone and Telegrams: Measham 322.

Branch Offices: London—368-370 Kensington High Street, W.14 (near Olympia).
Telephone: WEsterly 9821. Manchester—30-34 Victoria Streets, 3. Telephone: Blackfriars 6386 or 5145. Stafford—Walton. Telephone: Milford 293.

"Purchasers of motor vehicles at Measham are guaranteed a good title and are offered a protection, to the best of my knowledge, hitherto unknown in the Motor Trade."

Please send me the 130pp. Measham Magazine, with prices made by 1000 used vehicles and 45pp. post-war car values. I enclose—

3/6 for current copy Cross out which
2 gns. for annual subscription does not apply.

NAME.....

ADDRESS.....

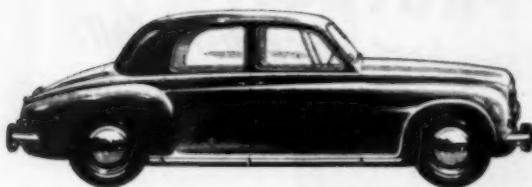
Dept. D.W.6

For free valuation of your present vehicle
attach short description and put X here:—





*By Appointment to His Majesty the King
Manufacturers of Land-Rovers
The Rover Company Ltd.*

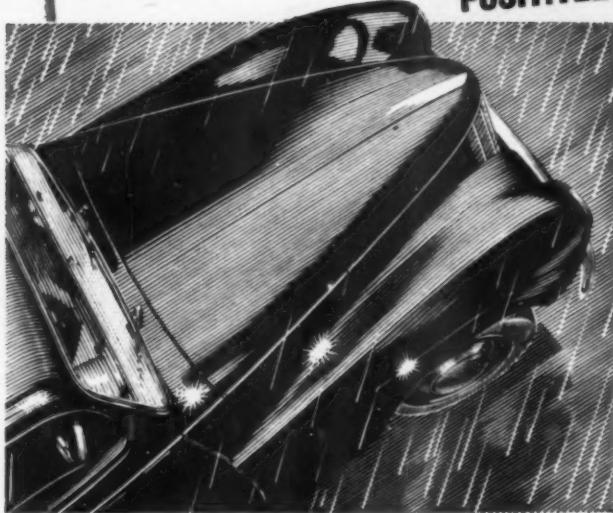


*W*hatever The Rover Company manufactures —
the famous Rover Car, the versatile Land-Rover
or the revolutionary gas turbine driven car — one may
depend on finding a characteristic common to all;
and that is — craftsmanship. It is this that makes
Rover productions so efficient,
so thoroughly reliable and
so economical in upkeep.



Alike in Craftsmanship

NOW! In 20 minutes!
COMPLETE
WINTER PROTECTION
with the brightest, toughest wax polish of all!
POSITIVELY NO RUBBING!



HUNDREDS of thousands of motorists have proved this summer that Car-Plate gives a genuine wax polish, the brightest shine, the most lasting protection—in 20 minutes! This winter thousands more will discover that only Car-Plate with its hard wax film gives their cars unfailing protection against the ravishes of rain, sleet and snow. And with Car-Plate it's so easy! Just spread on a clean* car—let dry—then wipe lightly. That's all! No rubbing with Car-Plate! Get a tin today—5/- from all garages.



★ It's important to
clean before you wax!

The easy way to prepare the surface for Car-Plate waxing is to clean it super-clean with Johnson's Carna—the quick, safe cleaner for cellulose and chromium.

RAINDROPS PROVE IT!
in test after test!



1 Surface waxed with Car-Plate—note beading of raindrops.



2 Unwaxed surface—note how water spreads, seeps into cellulose.

Now that winter has come all motorists are guaranteed that when they wax with Car-Plate they are giving their cars the best known protection against rain, sleet and snow. You can test this for yourself—just wipe off any surface dirt or dust and see how the raindrops "bead-up" on the clean waxed surface. Water just cannot begin to soak into the cellulose to do its hazing, dulling work.

JOHNSON'S CAR-PLATE

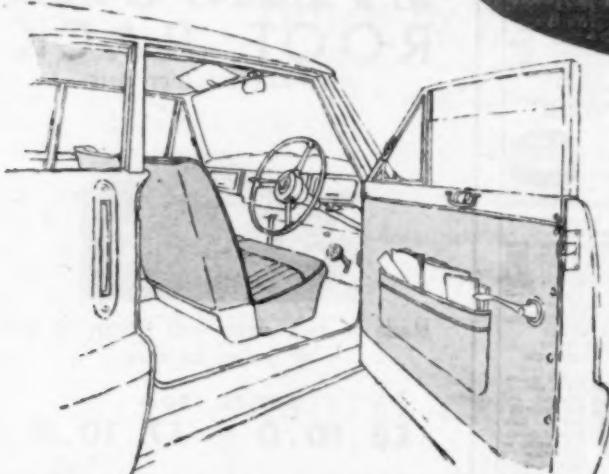
SPREAD . . . LET DRY . . . WIPE!

MADE BY THE MAKERS OF JOHNSON'S WAX



This is
'Vynide'
REGD.
*the upholstery material
 for the modern car*

*This fine quality p.v.c.-coated fabric is
 standard equipment in many of Britain's
 new cars, not only for upholstery, but
 for panelling and door backs too.*



IMPERIAL CHEMICAL INDUSTRIES LIMITED, LONDON, S.W.1



**'Vynide'—it's best
 in the long run**

'Vynide' is the registered trade mark for the polyvinyl chloride-coated fabric made only by the Leathercloth Division of Imperial Chemical Industries Limited.



R.A.942



**"TEN TIMES faster with
Samcoweldex"**

- SAMCOWELDEX provides the quickest known method of repairing body work eaten through by rust.
- SAMCOWELDEX is simple to use, requiring no heating, no panel-beating, no welding, yet the repair is durable, dependable, and quite invisible after re-spraying.

All the materials you need are conveniently packed in the

- SAMCOWELDEX GARAGE PACK No. 1
Price 4.5/- Retail.

A REMINDER TO USERS—

Replacements of individual items in the Garage Pack are obtainable through your wholesalers.

A PRODUCT OF B.U. SUPPLIES & MACHINERY CO. LTD., LAW STREET, LEICESTER

NOW READY! 1952 EDITION JAGROSE CAR ACCESSORIES CATALOGUE	
Over 1,000 bargains listed and fully illustrated. Send 6d. for free copy now. Post free.	
GAUNTLETS New Zealand Gauntlet, waterproof back, hide palm, one finger 32/- mitt. Fair 30/- Long, very-wearing leather-lined fleece. Fair 43/- Superior leather, hard brown horse hide. Fair 43/- Superior Morshide, wool-lined throughout. Fair 50/- RADIATOR MUFFS AND SHIELDS Glass fibre, standard 19/- (post-war care) Brand New Radiator 23/- Shields Brand New Radiator 50/- Notes from Quantities by return. Prompt delivery. All enquires please state make, year, h.p. and model of car. FOR OVER 25 YEARS THOUSANDS OF SATISFIED MOTORISTS HAD THIS GOOD 5 GALLONS 32 G. JAGROSE SUPER DELUXE MOTOR OIL FOR ALL CARS AND MOTOR CYCLES Cars 5/-	
VOKES DISTRIBUTION RECTIFIER 16% more mileage per gallon 12.6 Quotations by return. State car h.p. and year when ordering.	
JAMES GROSE LTD 379-381 EUSTON ROAD LONDON N.W.1 • EUS 5231	

JAGROSE TRICKLE BATTERY CHARGERS
 For 250-350 A.C. Mains to charge at 1 amp. Each 65/-
 Standard Model to charge 3amps. Each 135.9
 Super Model to charge 4amps. Each 138.6. Packing and carriage 1/6 each.

JAGROSE CAR FOOT PUMPS
 "QUICK FIT" CONNECTION.
 Standard, 6in. x 2in. barrel. 19.6
 De Luxe, 6in. x 2in. barrel. 30.6
 Super, 6in. x 2in. barrel. 33.6
 All models both 6 and 12 volts. Superior model to charge at 4 amps. Each 138.6. Packing and carriage 1/6 each.

JAGROSE RADIATOR HEATER
 250 hours at one volt. Parallel coil. Each 18/-
 Post 1/-
JAGROSE SUMP HEATERS
 250 hours. Park. 18/-
 Post 1/-
JAGROSE FULL CAPACITY CAR BATTERIES
 Fully Guaranteed. For regular use of starter and lights.
 Volt. Amps. Size in inches. Price
 Type A 6 7.375x9 (3x16x9) 82.6
 A 6 7.31/16x5 (3x16x7) 86.6
 A 6 6.625x5 (3x16x5) 89.6
 A 6 1.75x8 11.125 (3x16x5) 185.6
 Postage to come There is a Jagrose battery to suit every car. Quotations by return.
 Allowance for your old battery. 6c. 25.6c. 15.6c.

MOTORIZE YOUR CYCLE
 CAME ON EASY PAYMENT PLAN
MINIMOTOR
 £21 cash.
 £5.0.6 deposit,
 £5.0.6 monthly or
 £5.0.6 weekly.
CYCLEMASTER
 227.10c. Cash.
 £7.10.6 deposit,
 £5.0.6 monthly or
 £5.0.6 weekly.
 Deposits (inclusive of comprehensive insurance, license, and number plates) and

MINIMOTOR
CYCLEMASTER
 Send for Illustrated Leaflet now.

EVERSURE ROOF RACK WITH PATENTED FITTING



Made in two sizes with fittings to suit all makes of cars.

PRICES FROM
£6.10.0 to £7.10.0.

EVERSURE ACCESSORIES
KINGSTON ROAD **BIRMINGHAM 9.**
 PHONE VICTORIA 22878 9

ANOTHER
Sunbeam - Talbot
SUCCESS
2nd
IN MONTE CARLO RALLY

AGAINST ALL COMERS IRRESPECTIVE OF
PRICE OR HORSE POWER

Driven by Stirling Moss

WITH DESMOND SCANNELL AND JOHN COOPER

(subject to official confirmation)

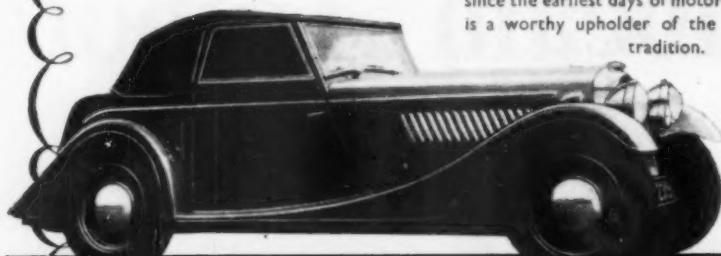
"A NOTABLE ADDITION TO THE RECORD
OF SUNBEAM-TALBOTS IN INTERNATIONAL
RALLIES" — *The Times*.

A ROOTES GROUP PRODUCT

For the Individualist

THE IMMACULATE MORGAN

A small car with a large engine and a wonderful all round performance. Built by the firm famous since the earliest days of motoring, this two Litre is a worthy upholder of the proud 'Morgan' tradition.



The Morgan 2-Litre Plus Four

MORGAN MOTOR CO LTD • MALVERN LINK • WORCESTERSHIRE



AUSTIN
OWNERS
must have
AUSTIN
SERVICE

Car Mart Ltd

LONDON DISTRIBUTORS

are AUSTIN specialists

Welsh Harp, Edgware Road, N.W.9

16, Uxbridge Road, Ealing, W.5

Upper Montagu St., Montagu Square, W.1

Phone :
HENdon
6506
EALing
6717
AMBassador
1037

THIS WINTER!
drive in comfort..

masterpiece

CAR HEATER

The heater radiant receives heat from the hot water of the engine. Does not require electric fan or other mechanical aid to circulation—retains heat long after engine has stopped. Model A for thermo-syphon cooling, Model B for water pump systems.

Price : Model A. 39.6.
Model B. 47.6 with full

instructions for fitting.



DEMISTER

An essential accessory for winter motoring. Fitted with tool-proof switch and suction pads for windscreen fixing.

For 6 or 12 Volt Battery. Price complete 9.-



Write at once for full particulars
Sole Manufacturers

BIRMINGHAM MANUFACTURERS & TRADERS LTD

MASTERPIECE WORKS • PARK ROAD • ASTON • BIRMINGHAM 6.

8/-per

MONTE CARLO RALLY

**THE TOUGHEST TEST
FOR CARS AND DRIVERS**

S. Allard
G. Warburton



ALLARD

Stirling Moss
Desmond Scannell



SUNBEAM-TALBOT

Dr. Angelvin
Mrs. Angelvin



SIMCA

on

(Subject to Official Confirmation)

DUNLOP
the tyre for reliability

The nearest thing to floating through space -



Travelling on INTALOK spring seating

Intalok springing is made up of a multitude of fine gauge springs — each one interlinked with its neighbours. This spring mass makes a surface that conforms exactly to the contours of the body. The whole area of support, from spring to spring, responds to the weight of the sitter; re-adjusts instantly to every change of position.

It is this new controlled support that makes Intalok so restfully comfortable. It cuts out travel ache, and reduces driving strain.

Intalok is considerably lighter than other spring seating. And because each spring shares the load, Intalok will not sag, lasts indefinitely.

INTALOK CAR SEATS CAN BE SUPPLIED TO ANY SHAPE, READY FOR TRIMMING, OR COMPLETELY TRIMMED.



SPRING SEATING

Write for details of car seats and caravan mattresses.

INTALOK LTD., LEICESTER ROAD, NUNEATON Tel: Nuneaton 2367

Fabram THE ARISTOCRAT OF RADIATOR MUFFS

- For quick starting, petrol economy, reduction of starting-strain and engine wear.
- For prevention of damage by frost and for conserving engine heat.
- Triple material throughout, cold-tinned lines, reinforced seams.
- ALSO THE FABRAM MINIMUFF with Patented quick-action attachment.
- DELIVERY FROM STOCK FOR ALL POPULAR MODELS.

PRICES

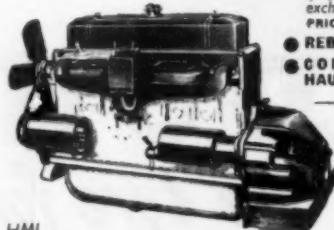
MUFF	MINIMUFF
Daimler 2½-litre 65/-	Austin 8-10 35/-
M.G. 1½-litre ... 32/-	Austin Sheerline 40/-
Rover 16 58/-	Austin Princess... 48/-
Standard 8 59/-	Ford Prefect 1949 38/-
Austin Sheerline 47/6	Ford Anglia 1949 38/-

FAXALL PRODUCTS LTD.
BLACKLEDGE WORKS • HALIFAX.
Telephone Halifax 5208 Telegrams: FAXALL Halifax

for VAUXHALL OWNERS
a new engine and
superb VAUXHALL service

Here's a service exclusively for VAUXHALL owners, and we suggest that you take advantage of it NOW. It doesn't matter what year your car is. HML up-to-date service is there to give you more years of comfortable motoring.

- REBUILT ENGINES (any model—any year) on exchange unit basis. PRICES FROM £35.
- REBUILT ASSEMBLIES
- COMPLETE OVERHAULS (Restrapping, etc.)



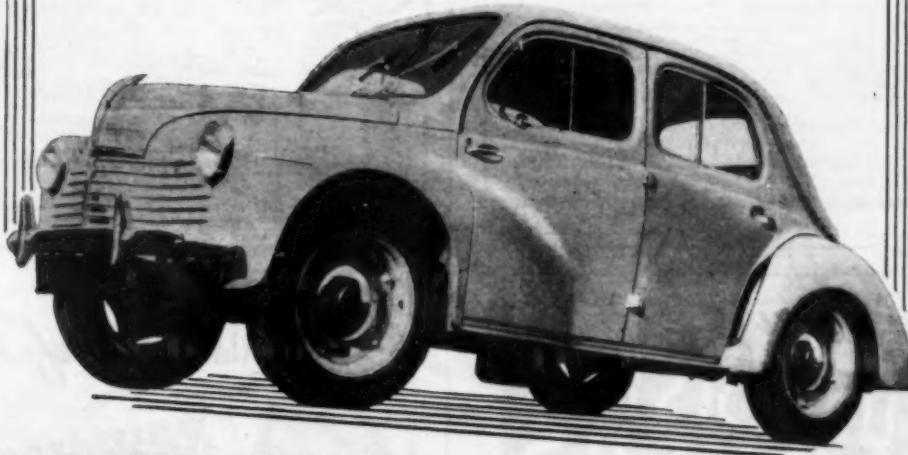
RADIO
We have a special department for car radio installation and repairs. Trade enquiries invited.

HML
really know Vauxhalls

HAMILTON MOTORS (London) LTD.

Vauxhall and Bedford Main Dealers
488-498 EDGWARE RD., LONDON, W.2 168-171 HARROW RD., LONDON, W.2
Telephone: PADdington 0022 (12 lines)

**MORE POWER
MORE SAFETY
WITH GREATER COMFORT**



THE RENAULT 750 FOR 1952

At the top of its class and there to stay—the Renault 750 goes from strength to strength. Now, in its 1952 form, a power increase to the 4-cylinder engine of *more than 20%* adds new quality to this already supreme light car. A highly manoeuvrable, power packed performer, the new Renault 750 will give you all the sparkling acceleration you need in traffic, more impressive top-speeds, crisper take-offs

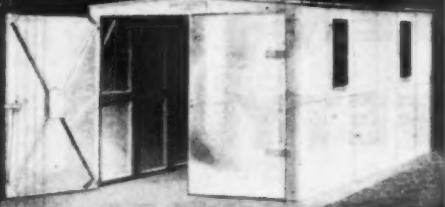
and even more effortless hill-climbing—yet with always something in reserve. And still the 750's extraordinary petrol economy remains unaffected—a test by *The Motor* showed 50 m.p.g. at a steady 40 m.p.h! All this—plus improved Telescopic shock absorbers and bigger tyres to provide extra comfort and safety for 4 passengers—puts the Renault 750 on a high quality level unequalled in light car motoring.

RENAULT 750

RENAULT LIMITED, WESTERN AVENUE, LONDON W.3.

C79-266

The BATLEY CONCRETE GARAGE



The original and still the best

- it's Concrete
- it's Permanent
- it's Easy to Erect
- it's Sectional
- it's Fireproof
- it's Extendable
- it's Weatherproof

With the aid of a spanner and a friend you can so easily erect a Batley Building. A level, firm foundation is all that is required. No parts to fix in the ground—the concrete units are simply bolted together to form a building which will last a lifetime without attention.

FREE DELIVERY within 100 miles of LONDON or COVENTRY

Send today for FREE illustrated Brochure

ERNEST BATLEY LIMITED

68, Colledge Road, Holbrooks, COVENTRY. Tel.: 89245 6

'luxury Look' UPHOLSTERY COVERS

Tailored to your personal taste

SEND NOW
for FREE
PORTFOLIO
OF ACTUAL
SAMPLES



Protect the upholstery.
Prevent "shine" on clothes.
Give your car an attractive
interior appearance—and
maintain its re-sale value.

USE THE COUPON NOW.....

To BLANCHFLOWERS, "The Motor People", KETTERING.
Please send patterns and prices of your "Luxury Look"
Covers for my car made

year
Name BLOCK LETTERS, PLEASE.

Address

Autocar, February 8

Claude Rye LTD.

HAND LIVER GREASE GUNS

For use with Heavy Body Lubricants. A very sturdy gun, with a long flexible hose and two brass nipples. Present value 55/- Our price Post 2/-

29 6

Post 2/-

NEW 12v. E.U. ELECTRIC PETROL PUMPS

with pump Price

100/-

Post 1/-

NEW PARKING LAMPS

In Black Bakelite with

undershield lenses. Single

post for 6 or 12 v.

6 9

Post 1/-

NEW HEADLAMPS

(as illustrated)

Finished in high gloss

black, enamel, nickel

or chrome plate with cable

Post 1/-

Bulbs, 6 or 12 volts,

1/2 each.

NEW SPOT LAMPS

6 or 12 volts. Ex-W.D. motor vehicle lamps. Complete with flex and bulb. Post 1/-

12 6

NEW VACUUM PRESSURE GAUGE

Double acting pressure 0-10, vacuum 0-90, chrome plated. Post 1/-

29 6

Post 1/-

NEW TOW ROPE

Strong steel cable, 23ft. long. Price

2 6

Post 5/-

NEW ATLAS TRICKLE CHARGERS

6-12 v., 1 amp. Post 2/-

55/-

Post 2/-

NEW MAIN BEARING

80,000 in stock, all

models and sizes.

NEW TOWER JACKS

Two-ton screw jacks

Real leather handles.

Height closed 61in.

Height extended 181in.

With extension 181in.

Actual Ht. 81in.

Price value 75/-

Our price

Carriage N.C. 50/-

WRITE FOR NEW 50-PAGE ILLUSTRATED CATALOGUE, PRICE 6d.

895-921 FULHAM R. SW.6
RENown 6174-5-6-7-8

Often NECESSARY...
... ALWAYS useful

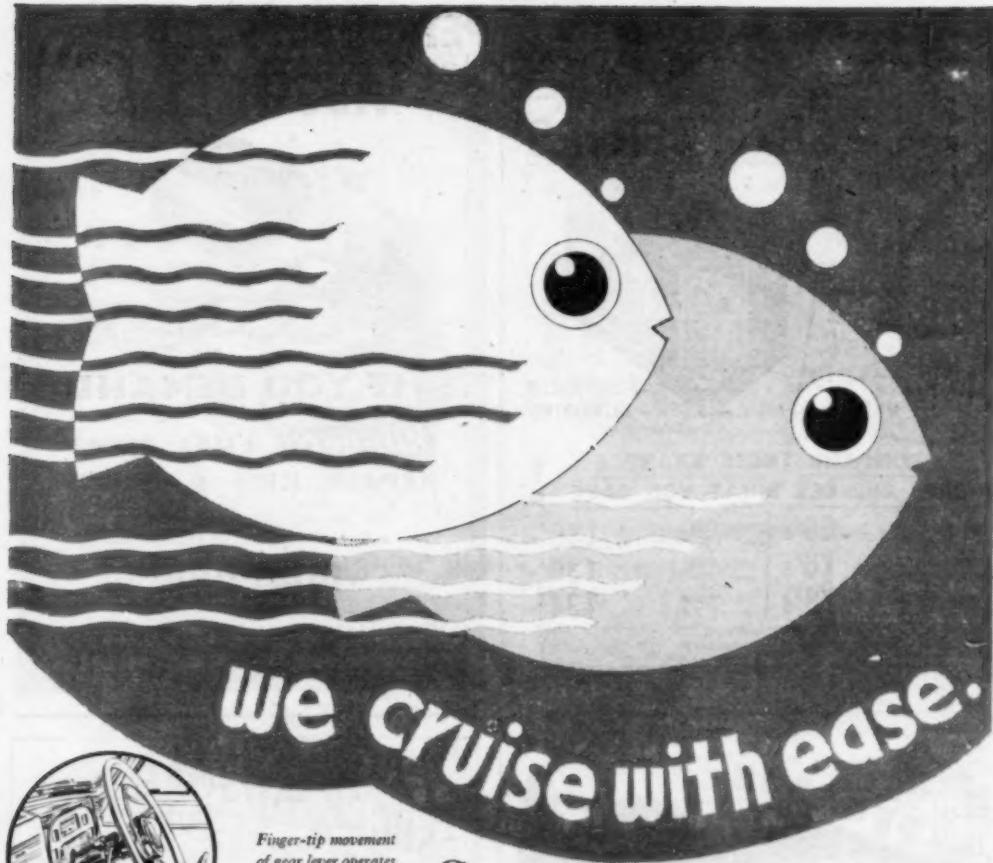


Outside Diameter
6 inches.
Chromium plated
throughout.
PRICE 105/-

JAMES NEALE & SONS LTD.,
GRAHAM STREET, BIRMINGHAM 1.

Telephone : CENtral 1533-4
London: 95, Pimlico Road, S.W.1

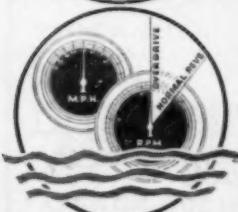
Add this high "spot" of night-driving convenience to your car NOW! Its powerful beam picks out signposts, house numbers and landmarks with searchlight brilliance, while the exclusive "RAYDYOT" Ball Joint gives a full range of movement in every direction. Most good garages stock.



*Finger-tip movement
of gear lever operates
Overdrive.*



*No movement of foot
controls whilst chang-
ing into or out of
Overdrive.*



*Large decrease in
engine revs. when
Overdrive comes into
use.*

So can you if your car is fitted with the Laycock-de Normanville Overdrive. The change from Top to Overdrive is instantaneous; a mere 'flick' of the finger and you are cruising with ease; with less R.P.M. for the same road speed; a reduction in petrol consumption; quieter running and longer engine life.

Fitted as an optional extra on the Standard Vanguard and Triumph cars, the Laycock-de Normanville Overdrive has been acclaimed the world over.

Write us for descriptive literature, and specify it for your new car.

The British **Laycock-de Normanville Overdrive**

Manufactured by
THE LAYCOCK ENGINEERING Co., Ltd., MILLHOUSES, SHEFFIELD 8., ENGL.

UNDER EXCLUSIVE LICENSE FROM AUTO TRANSMISSIONS LTD., COVENTRY, ENGL.

GAMAGES 'POPULAR' BATTERIES



GUARANTEED
12 MONTHS

High-Grade
Batteries that
Set a NEW
STANDARD
of VALUE

COMPARE THESE EXAMPLE
PRICES AND SEE WHAT YOU SAVE !

TYPE AT.A. 6 volt, 60 amp.	66/-	TYPE C.R. 12 volt, 60 amp.	130/-
TYPE MMS/B. 6 volt, 70 amp.	76/-	TYPE V/X.R. 12 volt, 60 amp.	130/-
TYPE A10/G. 6 volt, 70 amp.	79/-	TYPE W10/M. 12 volt, 60 amp.	134/-
Complete List Free on Request. Carr. England or Wales, 6 volt 7/6, 12 volt 10/- Supplied uncharged. Charged batteries for delivery in Gamages van area, 6 volt 6/- extra, 12 volt 7/6 extra.			

GAMAGES, HOLBORN, LONDON, E.C.1. Motor Accessories List Free



A Luxurious Home for a family of four

Fully furnished, superbly comfortable, with roomy wardrobes and ample storage space, the four-berth 22ft. Pegasus gives you maximum convenience with absolute privacy. At the front is a spacious oak-panelled lounge, next to it a full-width kitchen—a caravan cook's dream. At the rear is a separate oak-panelled bedroom with concealed 4ft. bath and handbasin

£985

Write NOW for FULL DETAILS of the PEGASUS

M. R. PASCALL LTD.

PILOT WORKS, OAKENGATES, SHROPSHIRE

Telephone : Oakengates 39.



PETROL SUPPLIES ASSURED!



- IF YOU DEMAND **Wingard** FUEL PUMP REPAIR KITS & PARTS

THE PERFECT REPLACEMENTS WITH
A GUARANTEED LIFE OF 60,000 MILES

WINGARD

(M.A.) LTD.

CHICHESTER - SUSSEX - ENGLAND
MAKERS OF DEPENDABLE VEHICLE EQUIPMENT

SHOCK ABSORBERS

RECONDITIONED BY

Floataire
REGD.
PROCESS

FROM
34/2
EACH NET



REBUSHING ARMS
& LINKS 3 6 EXTRA

SIX MONTHS'
GUARANTEE
Leaflets upon Request

NOTE OUR NEW ADDRESS!!

Cooper & Smith
BROOK STREET, MELTON MOWBRAY,
LEICESTERSHIRE

Tel.:
Melton Mowbray
391



*Well sir there's no excuse
for a speedometer not working
... when you can buy*



Made for Nobby by The S.S. White Co. of Great Britain Ltd.—the world's largest manufacturers of speedometer assemblies for British and American cars.

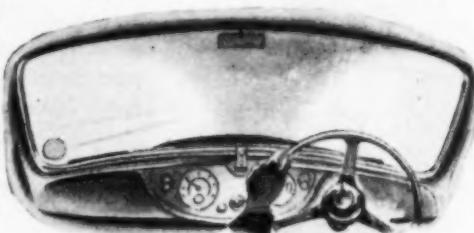
Have you seen the New Car Guide?
18 pages showing how to service almost
every make of car—British and
American.

WILLIAM CLARK LTD. LIMITED.
NOBBY WORKS · HEDLEY ROAD · ST ALBANS · HERTS.

Nobby Electric Piping
for Petrol and Oil
Lines packed 50 in
a box after maxi-
mum service from
manufacturers full
range—British and
American vehicles.

WHC32

*You must see
Everything!*



If the bulb in your headlamp is incorrectly focused it will produce dangerous 'blind' spots and may cause dazzle and discomfort to other road users.



With correctly focused Royal "Ediswan" Lamp bulbs, your headlamps give a broad, even illumination many yards ahead, eliminating discomfort to other road users and allowing you to see everything clearly and safely.

ROYAL "EDISWAN" Motor Car Lamp Bulbs are made in two main types

1. "Prefocus" type for use in modern lamp housings incorporating a prefocus lamp holder.
If the correct Royal "Ediswan" Lamp bulb is selected no hand focusing is necessary as these lamps are precision focused before leaving the factory.
2. "Non-Prefocus" type for use in the older types of lamp housing.
To obtain the broad even illumination required this type of lamp bulb must be correctly focused in its holder.

For your safety and the safety of other road users

fit

ROYAL



"**EDISWAN**"
MOTOR LAMP BULBS
Correctly Focused

THE EDISON SWAN ELECTRIC COMPANY LTD., 155 Charing Cross Road, London, W.C.2.
Member of the A.E.I. Group of Companies.



Never mind the weather...

To be happy at the wheel—or in the back seat!—in the coldest weather, fit one of the new K-L Monitor Car Heaters. At the touch of a single dashboard control, the compact K-L Monitor gives you car comfort all the year round . . . constant heat at any temperature when it's cold or (by a simple adjustment) cooling air when the weather's hot. More, the Monitor will also de-frost and de-mist while seeing to your travelling comfort! Fits any car, old or new, and operates on any cooling system. (Thermo-syphon without additional water pump).

Price complete £9·19·6
ASK YOUR GARAGE OR DEALER OR
WRITE FOR LEAFLET



The New **K-L** MONITOR CAR HEATER

KEY-LEATHER CO. LTD., 5 URSWICK ROAD, LONDON, E.9. TEL: AMherst 5202

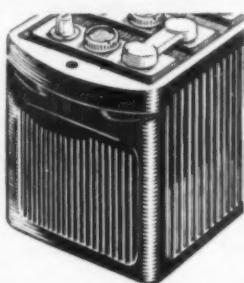
The

POWER

behind

the

STARTER



A QUICK START, day or night, winter or summer, is what every motorist wants. It's what he gets from Tungstone Batteries because they're built to withstand the heaviest strain, and to go on doing it for a very long time.

Write for illustrated folder showing the model for your car.

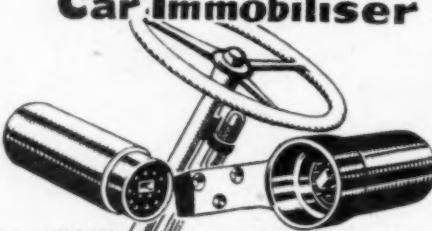
TUNGSTONE
BATTERIES

Tungstone Products Ltd.
10 SALISBURY SQUARE, LONDON, E.C.4
Phone: CENTral 8156 (4 lines)

Works: MARKET HARBOROUGH, LEICESTERSHIRE
(TRINITY)



Baffle the Car Thief with the **B · M · S** Car Immobiliser



Over 1,000,000
Combinations

and only the right cap will
start the vehicle.

PRICE **75/-**
complete.

Fitted in half-an-hour.

If any difficulty to obtain locally,
write direct to manufacturers stating
MAKE and H.P. of car.

This instrument has been designed to prevent
your car from being stolen or tampered with
when left unattended. It is easily fitted to the
steering column (as illustrated) or other conve-
nient place. As long as the cap is removed
the vehicle remains immobilised. In each fit-
ment the combinations are varied,
thus creating an astronomical number of com-
binations which render it futile for anyone to
find the four connections amongst the twelve
blind pins the cap contains. The two Pasen
self-locking spring union nuts prevent access
to the coil terminals and consequently the
immobiliser cannot be by-passed.

THE LUNKEN CO., LTD.
299, GANDER GREEN LANE • CHEAM • SURREY
Phone DExter 7777-8-9

Grome: "Lunken, Sutton, Surrey"



tailored
NUWAY car
mats

Fit NUWAY—the practical car floor covering for the protection of new carpets and the replacement of old. NUWAY Tailored Car mats are attractive in appearance, fit perfectly and are available in maroon, green, brown, blue, black and grey. They give increased comfort and warmth. They cut down cleaning. They are low in cost and guaranteed for 10 years. Obtainable through Halfords and leading Motor Agents and Accessory suppliers.

NUWAY MANUFACTURING CO. LTD.
COALPORT, SHROPSHIRE, ENGLAND.

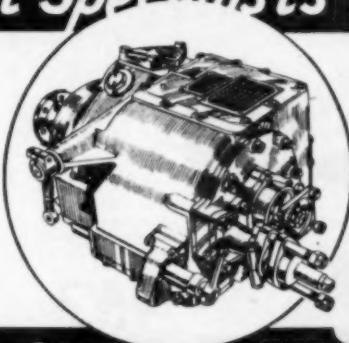
**★ Pre-Selector Gearbox
Replacement Specialists**

ARMSTRONG
SIDDELEY
LANCHESTER

Crate, despatch and
receive your unit
within 48-hours

RAPID RE-CONDITIONING
SERVICE . . . One Week's
GUARANTEED SERVICE

TRADE ENQUIRIES INVITED

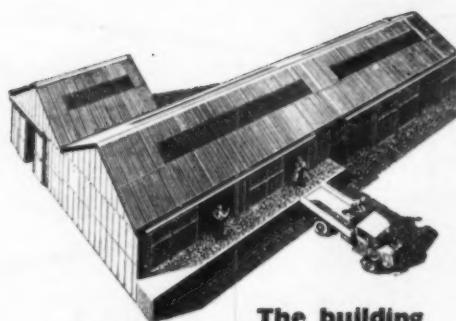


DAIMLER
RILEY
E.N.V.

A phone call will ensure Express Collection
and Delivery in the London Area

ARCOT MOTORS
"THE GEARBOX PEOPLE"
169, FULHAM ROAD, LONDON, S.W.3

Ltd.
Telephone
KENSINGTON 7301



**The building
you need...**

is very likely one of Thorns standard range of Industrial Buildings, which includes new steel structures for factories, stores, garages, timber and asbestos buildings for offices, canteens, halls, etc., and reconditioned Nissen type huts and 'Blister' hangars.

★ Write today, stating details of your requirements and requesting prices of suitable buildings.

THORNS

J. THORN & SONS, LTD.

Box 163, BRAMPTON RD., BEXLEYHEATH, KENT. Bexleyheath 305
GD-82



**THE FINEST
CLIP**
in the world

L. ROBINSON & CO., (GILLINGHAM) LTD.,
London Chambers GILLINGHAM, KENT. PHONE 5282

GERVIS

6 MONTHS WARRANTY

SHOCK ABSORBER EXCHANGE SERVICE

The most complete and extensive exchange service covering all popular types of Shock Absorbers from

34/2 EACH
(Reconditioned Unit)
immediate delivery against old unit.

GERVIS COMPONENTS LTD.
LAMPTON WORKS, LAMPTON ROAD, HOUNSLAW,
MIDDLESEX. Telephone: Hounslow 1136 7

*"Your Guarantee of
Dependable Performance"*



PISTONS RINGS LINERS

**WORLD
WIN**

WORLDWIN PRODUCTS LTD
TREFOREST TRADING ESTATE, GLAMORGAN
Phone: TAFFS WELL 290

SAVE
WEAR
WORRY

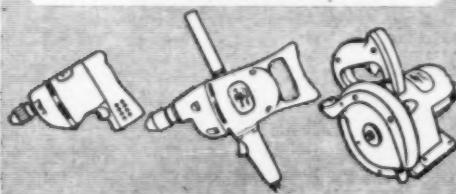
**IT POLISHES
IT SANDS
IT GRINDS
IT DRILLS**



It's called the 'HANDY UTILITY' 5" SANDER-POLISHER, but that only tells you half the story! It rubs down paint and cellulose undercoats, burnishes finished coachwork, imparts a dazzling wax polish to paint or leatherwork! It removes rust (with the cup wire brush), grinds down bolts and rough edges and, used as a drill, its capacity in steel is $\frac{1}{4}$ inch! It has a hundred money-saving, labour-saving uses—and it belongs to the famous low priced 'HANDY UTILITY' range of portable electric tools!

**ELECTRIC
HANDY-UTILITY
TOOLS**

Other 'HANDY UTILITY' tools include:
 1/4" 'HANDY UTILITY' 1/2" 'HANDY UTILITY' 6" HEAVY DUTY
 DRILL DRILL ELECTRO SAW
 £6.10.0 £11.7.6 £15.15.0
 and a wide variety of useful accessories



PRODUCTS OF THE H.U. DIVISION OF BLACK & DECKER LTD.

OBtainable from your local tool shop,
electrical dealer, ironmonger or store

Smee's



MADE FOR THE MAN WHO
WILL HAVE THE BEST



JOHN BULL RUBBER CO. LTD., LEICESTER

**INDEX TO ADVERTISERS — AUSTIN SUPPLEMENT
DISTRIBUTORS & DEALERS**

A. & B. Motors (Newton-le-Willows), Ltd.	1	Dolsons, Ltd.	76	Kendrick, Geo. H., Ltd.	81	Proctor & Paterson	1
Adams Motor Garage	69	Dodd, Leslie S (1956), Ltd.	76	Kennings, Ltd.	36	Prout's Garage, Ltd.	49
Adams Motor Ltd.	1	Dowd, Leslie, Ltd.	37	Leigh, G. (Olley), Ltd.	37	Pryce, G. (Llanymynech), Ltd.	60
ACE Service Station (London), Ltd.	1	Dreadnaught Garage & Motor Engineering Works (Brighton), Ltd.	37	Lingsbury, G. & Son, Ltd.	45	Purves, Adam, & Son, Ltd.	41
Adams' Garage, Ltd.	49	Dry's Garage, Ltd.	35	Kirkway, Ltd.	79	Putney Autos, Ltd.	61
Adams Motor Service	49	Dundee & Yates, Ltd.	72	Lakeland Garage	47	Quicks' Garage	48
Allen A. J. & Sons, Ltd.	57		72	Lamb's Garage, Ltd.	59	Ranney (Prestles), Ltd.	71
Allen P. C. Ltd.	49	E.P.S. Motors, Ltd.	40	Lancaster Car Distributors, Ltd.	46	Rapid Motor Services	71
Anderson, Charles S., Ltd.	49	Elliott & Sons (Motors), Ltd.	47	Larne Motor Co., Ltd.	46	Reed, Ric's Automobiles	60
Anderson Motor Co., Ltd.	1	Elfin & Co. of Horsey, Ltd.	45	Leeds Autocars, Ltd.	46	Reeve, G. (Automobiles)	60
Arden & Bell, Ltd.	1	Evans, R. J. & Kitchen, Ltd.	45	Leeming Garages, Ltd.	49	Reading & Automobiles	(Weybridge)
Armstrong, J. J., Ltd.	1	Express Motor & Body Works,	28	Reynolds, G. (Co.), Ltd.	81	Bridge, Ltd.	73
Associated Garage Co., Ltd.	1	J. & J. Evans, Ltd.	28	Lex Garages, Ltd.	52	Rickards, Charles, Ltd.	62
Associated Garage (Streatham), Ltd.	1	Lyke Brothers (Barnsley), Ltd.	26	Lion Service Stations, Ltd.	52	Righton & Bennett, Ltd.	43
Aitken, A. R. & Co., Ltd.	70	Fairway Motors, Ltd.	73	Locomotives, Ltd.	53	Robins, G. Sam, Ltd.	61
Auto Palace, Ltd.	1	Fawcett, John	73	Logsdon's Garage, Ltd.	74	Roufe's Garage	45
Auto Trade Co., Ltd.	15	Fathergill & Ashton's, Ltd.	73	Lovett's, Ltd.	67	Roxland & Harris, Ltd.	60
Baird, A. & Sons Ltd.	24	Ferguson, Harry (Motors), Ltd.	29	Low's Garage, Ltd.	69	Roxland Smith Motors, Ltd.	60
Bailey & Law	56	Flanders' Garage	29	Lough, G. Mansfield, Ltd.	42	Roxland Smith Motors, Ltd.	60
Balfour Smith Motors	56	Forrest, G. (Garage), Ltd.	29	Lowe, G. (Hornsey), Ltd.	67	S. Alade Garage	42
Balfour Smith Motors	56	Fitz, George, Motors, Ltd.	29	Lyne, Frank & Wagstaff, Ltd.	53	Sanderson Frank E.	74
Barrett's Canterbury, Ltd.	54	Flewitt, Eddie	29	Mackarrianes	37	Sanderson, H. A., Ltd.	53
Bartons (Townley), Ltd.	54	Ford, G. (Nottingham), Ltd.	29	MacIver's Garage	77	Sanderson, H. A., Ltd.	53
Beaconsfield Motor Co., Ltd.	26	Fowler, Geo. & Sons	69	Macrae & Dick, Ltd.	48	Seager & Co., Ltd.	56
The Bellmans' (London), Ltd.	1	Fowler & Armstrong, Ltd.	69	Maidens, W. P.	69	Shepherd, D. J. & Co. (Enfield), Ltd.	40
Bennetts (Nottingham), Ltd.	69	Ford, G. (Nottingham), Ltd.	29	Mair, G. & Co., Ltd.	63	Shrimpton's Motors, Ltd.	40
Berryman's Motors, Ltd.	69	French & Fowell, Ltd.	54	Martinson & Kirby	69	Simpson, W. L., & Son	71
Birring, G. P., Ltd.	77	Fricker's, J., Ltd.	65	Marsdale (Cambridge), Ltd.	55	Silver Bros.	67
Birrells, Ltd.	77	Fuller, A. A., Ltd.	65	Martin, J. & Chillingworth, Ltd.	45	Smith, G. Motors, Ltd.	66
Birches Garage, Ltd.	29	Furnions Motor Engineers, Ltd.	59	Martin, Walter, Ltd.	41	Snowball, G. (Motors), Ltd.	45
Blackbird Hill Garage, Ltd.	29	G. & C. Garage	76	Marylebone Garage, Ltd.	54	Southern Motor Co.	25
Boland, A. & Co., Ltd.	56	Garland, Ernest & Son, Ltd.	80	Matthews, Leslie & Co.	27	Southern British	76
Bournemount Imperial Motors.	22	Garwood, R. & Sons, Ltd.	80	May, Edwin	72	Southerns Motor & Aero Co., Ltd.	34
Boswell, G. Ltd.	58	Gibson, G. & Sons, Ltd.	80	McArdle, G. & Co., Ltd.	58	Springfield Garages, Ltd.	34
Boswell, S. & Sons, Ltd.	58	Goddard, W. & Co., Ltd.	84	McBride, G. & Co., Ltd.	58	J. Turner, Ltd.	25
Boss, George, Ltd.	58	Godfrey, Owen, Ltd.	27	McClean, John	50	Station Garage	25
Bowes Garage, Ltd.	32	Gordon, J. A. (1949), Ltd.	25	McGillivray, J. & J., Ltd.	50	Stockport Motor House, The	25
Brecon Motor, Ltd.	32	Goodwin, Laughton, Co., Ltd.	25	McHarrie, James, Ltd.	78	Stockbridge Motor Co.	77
Brew Bros., Ltd.	32	Gower & Lee	45	Mebes & Mebes, Ltd.	57	Stone, W. W., Ltd.	77
Bridgewater Motor Co., Ltd.	32	Green, G. R.	62	Meredith & Kirkham, Ltd.	70	Stow Valley Motor Co., Ltd.	77
British & Colonial Motors, Ltd.	64	Green, Jones, W. & Sons	25	Mergoldis, Ltd.	72	Streatham Motor Garage & Electrical Eng. Co., Ltd.	61
Broadway Motors	22	Greenhill Motor Co., Ltd.	71	Metcalfes of Leyburn	27	Stretford Motor Garage, Ltd.	25
Brown, E. & Co. (Smythwick), Ltd.	75	Greenwood's, Thos. Sons, Ltd.	44	Midi-Glamorgan Motors	52	Tarrant, G. Ltd.	25
Buckrose Motors, Ltd.	35	Grimsby Motor Co.	46	Montague, Norton Motor	32	Tarrant (Moseley), Ltd.	65
Burgess Ford Garage, Ltd.	35	Harrison, Ltd.	75	Motter, Miller Motor Co., The	68	Taunton Motor Co., Ltd.	76
Burton's, G. & Sons, Ltd.	61	Harrison, G.	75	Moss, G. Russell, Ltd.	68	Taylor, S. C., Ltd.	26
Bushey Vale Garages, Ltd.	35	Hastings, Ltd.	75	Must's Gas, Russell, Ltd.	37	Teddington Engineering Co., Ltd.	78
Campbell, Symonds & Co., Ltd.	34	Hawkey & Bowden	69	Monk, William, Ltd.	25	Thomas, J. Harold, Ltd.	60
Cann, Medland & Co., Ltd.	60	Hayward, C. & Son	75	Moore's Garage (South Molton), Ltd.	56	Thompson Edwards Motor Co.	47
Car Mart, Ltd.	34	Hawthorn, B. (Birmingham), Ltd.	69	Morgan, & Gammie, Ltd.	62	Thompson, Wm., & Sons	64
Castle Garage (York), Ltd.	62	Healier, D. & Son	62	Morgan, Cyril G.	76	Timberlake, H. H., Ltd.	82
Castleton Motors, Ltd.	62	Hendry, R. & Son	73	Morrall, Victor A.	30	Tonbridge Motor Service, Ltd.	78
Central Garage, Ltd.	73	Hewitt's Motor Service	73	Mosley, G. & Co., Ltd.	63	Toppings, T. P. & Co., Ltd.	79
Central Garage (London), Ltd.	73	Harrison, G.	73	Moxham, Charles, & Co., Ltd.	36	Trotter, B. Co., Ltd.	74
Central Garage (London), The	73	Hastings, Ltd.	73	Munks, G. Chapman, Ltd.	46	Turnbridge, G. E., Ltd.	79
Central Garage, Ltd.	73	Hawkey & Bowden	69	Murray & Charlton, Ltd.	24	Turner & Savage, Ltd.	72
Central Garages (Llandio) Ltd.	73	Hawthorn, B. (Birmingham), Ltd.	69	Nash, Harry, Motors, Ltd.	64	Tweddle, James, Ltd.	25
Central Motor Co., 1919 (Kettering), Ltd.	73	Heeler, D. & Son	62	Naylor, A. Ltd.	81	Valentine Motors, Ltd.	71
Central Motor Institute	48	Herd & Mills, Ltd.	62	Neels, Alfred E. & Son, Ltd.	45	Vanderbilt Bros., Ltd.	56
Central Motors Works	48	Hillington Motors, Ltd.	62	Neilson, H. C. (1949), Ltd.	45	Vaughan-Harbourne, Ltd.	50
Chadwick, J. & Sons	45	Hills, L. A. (Hendon), Ltd.	57	Newman, George, & Co., Ltd.	48	Vine & Lee, Ltd.	50
Chapmans (London) Garage, Ltd.	65	Holloway's Engineers (Grosvenor-Holloway), Ltd.	57	Norman, C. G., & Co., Ltd.	59	Voss Motors, Ltd.	50
Chesire & Edwards, Ltd.	65	Holloway's Garage, Ltd.	74	North Road Garages (Great Fosters, London), Ltd.	43	Waltons Garages (Cupar), Ltd.	57
Chesham & Gloucester Car Co., Ltd.	65	Houston, G.	74	O'Connor, Sons (Ltd.)	45	War & Co. (Putney), Ltd.	61
Cheyne, William	56	Hudson's Garage	74	Offices, G. Sons, Ltd.	81	Watson, G. (Oakbrook), Ltd.	52
Clarendon Car Service, Ltd.	56	Houghton, A. W.	74	Olding, Jack, & Co., Ltd.	65	Wells, W. J., Ltd.	70
Clayton's of Putney	71	H.T.V. Motor Co., Ltd.	74	Osborne, George, Ltd.	59	Wembly Court Motors	25
Clayton's	71	Humber, Motor Co., Ltd.	74	Owen, Rowland T.	59	West End Garage, The	24
Clayton's Service Station, Ltd.	71	Hutchinson & Wilde, Ltd.	74	Palmer, G. Ward, Ltd.	60	Westgate Motors (Wakefield), Ltd.	79
Clock Garage, The	71	H.W.H. Engineering Co., Ltd.	74	Page Motors, Ltd.	47	Wharton, Ken	25
Colours Motors, Ltd.	71	Hughes, G. (Macclesfield), Ltd.	74	Parish, Cornelius, Ltd.	46	Whitmore, G. (Leyton), Ltd.	24
Cordingley & Sons	51	Hyde Motor Co., Ltd.	74	Pass & Joyce, Ltd.	24	Wilson, G. (Garage)	60
Cortyon, G. Ltd.	60	Hythe Motor Cab Co., Ltd.	74	Paul Street Garage, Ltd.	53	Wimbledon Motor Works, Ltd.	60
County Motors (Leigh), Ltd.	50	I	46	Phillips & A. Frost, Ltd.	41	Witale, G. Lee	41
Coven, Bertram	67	Jackson Bros.	73	Pierce, G. Garage	44	Woodward's Garages	66
Culver's Car Mart	67	Jackson, H. A.	73	P. & Co., Ltd.	40	Woodward's Garage, The	75
Dartmouth Garage	31	Jackson's Garage (Guildford), Ltd.	73	Pilmore-Bedford, F. & Sons	58	Yoxall, G. Sons	50
Davies, Tom & T.S. (Garages), Ltd.	26	Jones, G. (Lancs)	73	Pollards Garages, Ltd.	56	Yoxall, G. Sons	50
Dawson Bros. (Lymington), Ltd.	78	Jones, G. (Lancs)	73	Pratt & Gelsthorpe, Ltd.	68	Wrench's Garage	25
Dickey & Pinkerton, Ltd.	25	Jones Motor Co., Ltd.	73	Premier Motor Co. (Birmingham), Ltd.	62	Wyman, L. A. & A. C., Ltd.	59
Dickinson & Adams (Luton), Ltd.	69	Jones, H. D. & Sons	73	Pritchard, G. (Barnstaple), Ltd.	26	Yenton Garage Co., Ltd., The	29
Dixon, T. M. Ltd.	73	Jones, Robert J., & Sons	73	Pritchard, G. (Barnstaple), Ltd.	26	Zenith Motor & Engineering Works, Ltd.	52

SUPPLIERS

A. C. Sphinx Spark Plug Co.	110	Cork Manufacturing Co., Ltd	106	Premier Aluminium Casting Co., Ltd	106	Vanderwell Products, Ltd.	111
Aluminium Co. of Great Brit.	110	Crown Radiator & Pressing Co., Ltd.	106	Protektile & Eng. Co., Ltd.	104	Wardles' Aluminium Foundry Co., Ltd.	96
Armstrong's Patents Co., Ltd.	93		86	Pittaway, Thomas & Sons, Ltd.	100		
Ashmore, Benson, Pease & Co.	50						
Auster Aircraft, Ltd.	102	Dunford & Elliott (Sheffield), Ltd.	94	Shelley, R. T., Ltd.	110	W.G. Electrical Welding & Eng. Co., Ltd.	106
Berry, Richard, & Son	100	Fisher & Luddon Ltd	94	Smethwick Drop Forgings, Ltd.	110	Wrightson, J. & Sons, Ltd.	106
Burgess Products Co., Ltd.	104	Five-ways Engineering Co.	102	Smith-Clayton Forge, Ltd.	111	Wren, W. & Co. Ltd.	96
Carr, William E., Ltd.	53	Girtins, Ltd.	87	Smith, S., & Sons (Radio-motors), Ltd.	92	Wesson, W., & Co. Ltd.	99
Chewick & Wright Ltd.	54	Jessop, William & Sons, Ltd.	103	Tecalemit, Ltd.	63	Wilmot Breden, Ltd.	99
Clydesdale Stamping Co., Ltd.	100	Parry Bell Metal Co., Ltd.	103	Teleflex Industries Ltd.	103		
Cookson, Mechanical Joints, Ltd.	108	Pinchin Johnson & Co., Ltd.	103	Timbered Springs Co., Ltd.	103		
				Terry, Herbert & Sons Ltd.	103	Zenith Carburetor Co., Ltd.	91

FOR INDEX TO GENERAL ADVERTISERS SEE PAGE FACING INSIDE BACK COVER

WORLD-WIDE
AND HANDSOME

AUSTIN



ABERDEEN

Main

Austin

Dealers

ABERDEEN MOTORS LTD.

UNION ROW
ABERDEEN

Tel. 29155 (4 lines)

Grams: "Cars, Aberdeen"

ABERDEEN

STATION GARAGE

Austin

RETAIL DEALERS

Phone:
24331-2

Grams:
STATGAR ABD.

ABERDEEN

Tel. 23052

Distributors for
SINGER,
CITROEN

Distributors for
FODEN
and TROJAN

WILLIAM CHEYNE

174-188 HOLBURN STREET

AGENTS FOR AUSTIN AND MORRIS

**ABERDOVEY
and TOWYN**

W. GRAY JONES & SONS

Austin DEALERS

SALES, SERVICE & SPARES

Telephone
Aberdovey 8

Telephone
Towyn 242

ABERGAVENNY

**JONES BROS.
PARK ROAD**

Austin

MAIN DEALERS
FOR ABERGAVENNY AND DISTRICT

Telephone: ABERGAVENNY 433

ABERGELE

Pierce's Garage

Established 1905

A.A. and R.A.C.
OFFICIAL REPAIRER

PHONE 2142

ORDER YOUR
NEW A40 "SOMERSET" NOW

AUSTIN DEALERS FOR ABERGELE, N. WALES

ACCRINGTON

THE CLOCK GARAGE

WHALLEY ROAD

Telephone: 2128-9

HAVE THE NEW A40
"SOMERSET"
ON VIEW

**AUSTIN**WORLD-WIDE
AND HANDSOME**ALDERSHOT**

AGENTS FOR AUSTIN

THE PARK GARAGE
HIGH STREET

Phone 427

AUTO, ELECTRICAL AND GENERAL ENGINEERS

ANGLESEY**ROWLAND T. OWEN**
AUTOMOBILE ENGINEERSAUSTIN
DEALERSSALES &
SERVICE**NEW GARAGE, HOLLAND ARMS**

Tele.: Gaerwen 40

ALTRINCHAM

Austin DEALERS
for 30 YEARS
ARDEN & BULL LTD.
 OLD MARKET PLACE
ALTRINCHAM
 PHONE: ALT 2462 63
 AUSTINS for SERVICE
 SERVICE for AUSTINS

ANNAN

MAIN AUSTIN DEALERS
A. BAIRD & SONS LTD
 HIGH STREET
ANNAN

TELEPHONE 23

AMERSHAM

Austin
 MAIN AGENTS
MUNN & CHAPMAN LTD.
 CHALFONT STATION GARAGE
 AMERSHAM COMMON
 TELE:
 2310
 LITTLE CHALFONT

REPAIRS
A
SPECIALITY**ARBROATH****THE WEST END GARAGE**
DUNDEE ROAD

Austin
 SALES & SERVICE
 REPAIRS BY EXPERTS

ANDOVER

ANDOVER MOTOR Co. Ltd.
 AUSTIN HOUSE, WEYHILL ROAD

MAIN AUSTIN DEALERS
FOR ANDOVER & DISTRICTSERVICE
SALES
SPARES

Telephone: Andover 3405-6

ASHFORD

KENT

A40 "SOMERSET"
 Demonstration Model

CAN BE SEEN IN OUR
SHOWROOMS AT ASHFORD

Hayward & Son
 ESTABLISHED 1869

20-46, NEW STREET, ASHFORD, KENT
 Telephone ASHFORD 334 for AUSTIN SERVICE

WORLD-WIDE
AND HANDSOME

AUSTIN



ASHTON-UNDER-LYNE

EXCHANGE YOUR CAR
FOR AN

Austin

WITH

William Monk Ltd.

Oldham Road,
Ashton-under-Lyne.

Nr. MANCHESTER

SHOWROOMS—ST. MICHAEL'S SQ.
Telephone : 1531

SERVICE STATION
Telephone : 1808-9

BANBURY

WRENCH'S GARAGE

BRIDGE STREET

AUSTIN SPECIALISTS

SALES & SERVICE

Telephone

Banbury 2101

BANFF

SALES *Austin* SERVICE

J. A. GORDON LTD.
CENTRAL GARAGE

Telephone : 73

OUR NEW COMMODIOUS PREMISES
WILL BE OPENED IN MARCH

AYR

Main Austin Dealers

JAMES TWEEDIE LTD.

HOLMSTON ROAD
AYR

Telephone : Ayr 3295-6

BANGOR

Austin

MAIN DEALER

H. & J. McGIMPSEY LTD.

BALLYMENA

DICKEY & PINKERTON LTD.

GALGORM ROAD

for

Austin

BANGOR

SEE THE NEW

Austin
AT

JONES BROS. (BANGOR) LTD.
49 HIGH STREET

**AUSTIN**WORLD-WIDE
AND HANDSOME**BANGOR****S. C. TAYLOR LTD.**
2A, BALLYHOLME ROADHAVE ON VIEW THE
SOMERSET*Austin*

AGENTS

BARMOUTH**D. E. DAVIES LTD.****GREEN GARAGE**

Telephone Barmouth 4

*Austin*SALES
SERVICE
&
PARTS**BARNESLEY****EYRE BROS.**

(BARNESLEY) LTD.

Austin

ELDON STREET, BARNESLEY

Sales Dept.:—

PEEL STREET SHOWROOMS

Telephone Barnsley 2461 (3 lines)

BARNSTAPLE**PRIDEAUX' (BARNSTAPLE) LTD**

BEAR STREET

Austin

SALES & SERVICE

WORKS:
TEL. 3038 9SHOWROOMS:
TEL. 2616**BATH****S. & A. FULLER LTD.**

Coachbuilders and Motor Engineers

DISTRIBUTORS

since 1908 for

*Austin*Offices & Stores
LONDON ST.
Phone 3226
Works
CIRCUS PLACE
Phone 3636**BEACONSFIELD***The Beaconsfield Motor Co. Ltd.*

TELEPHONE 16-972.

Invite you to see the
NEW A.40 "SOMERSET"
at their Showrooms.**BELFAST****HARRY FERGUSON
(MOTORS) LTD.**

THE ULSTER DISTRIBUTORS

OF

AUSTIN CARSTHE
NEW "A40 SOMERSET"
is NOW being exhibited
in our
DONEGALL SQUARE SHOWROOMS

WORLD-WIDE
AND HANDSOME

AUSTIN



BERWICK ON TWEED

ALNWICK & NORTH NORTHUMBERLAND

MAIN *Austin* DEALERS

WM. THOMPSON & SONS

Sales - Service - Facilities

HAVE YOU SEEN THE NEW
SOMERSET
IN OUR SHOWROOMS?



Phone: BERWICK on TWEED 389

BIDEFORD

See the new Austin A.40 at

your *Austin* Dealer

ELLIOTT & SONS (MOTORS) LTD.

KINGSLEY ROAD

Telephone 744-5

BIGGLESWADE

OWEN GODFREY LTD.

MAIN *Austin* DEALERS

BIGGLESWADE, BEDS.

Phone: 2167

SALES · SERVICE · SPARES

BIRKENHEAD

THE NEW AUSTIN "SOMERSET" SALOON
IS ON VIEW
AND MAY BE INSPECTED
AT THE
MERSEY MOTOR CO. LTD.
WOODSIDE WORKS

BIRMINGHAM

SEE THE
NEW AUSTIN SOMERSET
at our showroom now

Harold Goodwin
[1946] LIMITED

AUSTIN SALES
AND SERVICE

WOLVERHAMPTON ROAD
BIRMINGHAM - 32
Phone: BEArwood 2344-5-6-7

BIRMINGHAM

LESLIE MATTHEWS & CO.

AUTOMOBILE ENGINEERS
FOR THIRTY YEARS

Austin
SALES & SERVICE
95 BRISTOL STREET

BIRMINGHAM

SOLIHULL
SOLIHULL MOTOR CO.
I. W. KINCHIN)

HIGH STREET. Phone: SOL 0118.

100% *Austin* AGENTS
INSPECT THE NEW A40
"SOMERSET" AT OUR SHOWROOMS.

**AUSTIN**WORLD-WIDE
AND HANDSOME**BIRMINGHAM****IT'S PREMIER FOR***Austin***SALES****SPARES****SERVICE**

You can see the New Somerset in our Showrooms

THE PREMIER MOTOR CO. (BIRMINGHAM) LTD., ASTON, BIRMINGHAM, 6

BIRMINGHAM, 1

**R. J. EVANS & KITCHEN
LTD.**
HORSEFAIR BIRMINGHAM, 1

The Midland


specialists

INVITE YOU TO INSPECT THE NEW

A 40 "SOMERSET"**BIRMINGHAM**

T. STARTIN JNR., LTD.
71, ASTON ROAD NORTH
TEL.: ASTON CROSS 2011-2-3

DISTRIBUTORS OF



SPARE PARTS

BIRMINGHAM

100% AUSTIN DEALERS
J. W. STOCKS LTD.
FOR
SALES · SPARES · SERVICE
283 BROAD STREET
MIDLAND 5111/4

WORLD-WIDE
AND HANDSOME

AUSTIN



BIRMINGHAM

KEN WHARTON

Austin

Hume Street & Bearwood Road

Phone Smethwick 06134 Phone Bearwood 1325

SMETHWICK

BIRMINGHAM, 1

REEVE & STEDEFORD LIMITED



The Austin

Specialists and Main Dealers at

111 THE PARADE - SUTTON COLDFIELD

HEAD OFFICE CAR SHOWROOMS TUITION & HIRE
BROAD STREET - BIRMINGHAM 1

Midland
0842

Gen. Director
Harold A. Smith

REPAIR WORKS PETROL STATION TYRE DEPARTMENT
Berkley Street (off Broad Street)
Birmingham 1

BIRMINGHAM, 6

FLEWITT LTD.

ENGINEERS

COACHBUILDERS

SEE THE **AUSTIN A40** IN OUR
NEW **SOMERSET** SHOWROOMS

120-122, ALMA ST., BIRMINGHAM, 6

Phone: ASTON Cross 3206 (3 lines). "Grams: "FLEWITT, Phone, B'ham."

BIRMINGHAM

BALSALL HEATH MOTORS

(GEORGE LE RESCHE)

'Phone
CALTHORPE
1847

Austin

'Grams
ALCARS
B'HAM.

One of Austins Oldest Agents

155-165 MARY STREET, BIRMINGHAM 12

BIRMINGHAM 19

THE NEW **A40** CAN BE SEEN
AT
MIST'S GARAGE

Hamstead Road & Soho Hill

Handsworth

Tele.: NOR 6311-2-3

BIRMINGHAM, 22B

FERRINGTON & CLEWS LTD.

AUTOMOBILE ENGINEERS

307 WALSALL ROAD
PERRY BARR

Telephone: Birchfields 4654

AUSTIN AGENTS

BIRMINGHAM 24

*Call and See it—
On View at*

THE YENTON GARAGE CO. LTD.
724 CHESTER ROAD,
ERDINGTON, BIRMINGHAM, 24

BIRMINGHAM 28

AUSTIN SALES

SEE THE
"SOMERSET"
A40 SALOON

AT
THE BIRCHES GARAGE LTD

1364-70 STRATFORD ROAD,
HALL GREEN

Phone: Springfield 1131-2

SERVICE

SPARES

**AUSTIN**WORLD-WIDE
AND HANDSOME**BIRMINGHAM 30****HANCOCK BROS.**
(J. & A. HANCOCK LTD.)FORDHOUSE LANE
STIRCHLEY

SALES

Austin

SERVICE

BIRMINGHAM 32**HARRINGTON'S GARAGE***Austin*HAGLEY ROAD WEST
QUINTON, BIRMINGHAM, 32**BLACKBURN****TOWNLEY MOTORS**
LTD.MAIN *Austin* DEALERS

KING STREET

Telephone 49413/4

BLACKHEATH
BIRMINGHAM**BELL'S GARAGE**
LONG LANE

Phone: BLA 1248

ACCESSORIES—EXCHANGES
REPAIRS**BLACKHEATH**
BIRMINGHAM**HARPER'S MODERN MOTOR**
SERVICES LTD.

AUTOMOBILE ENGINEERS & BODY BUILDERS

Telephone: Blackheath 1087

*Austin*SALES
AND
PERSONAL SERVICE**BLANDFORD****FIANDER'S GARAGE**

Proprietor: D. J. Fiander

WHITE-CLIFF-MILL STREET
PHONE 57*Austin* SALES & SERVICE**BOLTON**SEE THE NEW
SOMERSET
AT
SOUTHERN BROS.AUSTIN CARS & COMMERCIAL
DISTRIBUTORSSPECIALISED *Austin* SERVICE**SOUTHERN BROS.**

St. Georges Rd., Bolton

TEL. 2577/8

WORLD-WIDE
AND HANDSOME

AUSTIN



BRADFORD

CENTRAL GARAGE LTD.

COUNTY DISTRIBUTORS

BRADFORD & LEEDS



CENTRAL GARAGE LTD.

COUNTY DISTRIBUTORS,
4 TOWN HALL SQUARE, BRADFORD

Phone : BRADFORD 22271

CENTRAL GARAGE LTD.

SPARES AND STORES,
RANDALL WELL ST., BRADFORD

Phone : BRADFORD 22271

CENTRAL GARAGE LTD.

MAIN DEALERS,
CENTRAL BUILDINGS,
WOODHOUSE LANE, LEEDS

Phone : LEEDS 21591

CENTRAL GARAGE LTD.

COMMERCIAL VEHICLE DEPT.,
PARRY LANE BRADFORD

Phone : BRADFORD 28475

Austin of England

A.40

SOMERSET

**AUSTIN**WORLD-WIDE
AND HANDSOME**BOURNEMOUTH**

Austin

**BOURNEMOUTH
IMPERIAL
MOTORS LIMITED**

AUSTIN HOUSE, 185-187 OLD CHRISTCHURCH ROAD,

Telephone Bournemouth 5705-6

WORKS & GARAGE

26-32 LORNE PARK ROAD, (At rear of Showrooms)

Officially Appointed Distributors for
Austin Cars.**BRADFORD**SEE THE A40 "SOMERSET"
AT OUR SHOWROOMS**Bayley Motor Company**

ENGINEER GARAGES

DUDLEY HILL

Phone 61

AUSTIN DEALERS

BRADFORD-ON-AVON**E. W. STONE Ltd.**

STATION GARAGE

Telephone 3215

Austin
DEALERS

SALES &
SERVICE**BRECON**SALES *Austin* SERVICE**BRECON MOTORS
LIMITED**THE WATTON, BRECON
TELEPHONE 23**BRENTFORD
MIDDX.****LEX GARAGES LTD.**

"THE DOME"

GREAT WEST ROAD

FOR

Austin

24 HOURS PETROL, REPAIRS, SPARES
AND BREAKDOWN SERVICEGOOD USED AUSTINS OF ALL TYPES
WANTED

TELEPHONE: EALING 2271

BRIDGEND**Mid-Glamorgan Motors**

DERWEN ROAD

Phone 112

AUSTIN DEALERS
 MOTOR AND ELECTRICAL ENGINEERS

WORLD-WIDE
AND HANDSOME

AUSTIN



BRIDGWATER

THE

Bridgwater Motor

CO. LTD.

at

EASTOVER, BRIDGWATER
SOMERSET — SINCE 1904

Estd. 1887

BRIGHOUSE

MAIN
AUSTIN
DEALERS FOR
CARS AND
COMMERCIAL
VEHICLES
SALES-SERVICE
SPARES
A SPECIALITY

**BULL FOLD
GARAGE LTD.**
OWLER INGS ROAD
BRIGHOUSE • YORKS.

Telephones: Brighouse 103-104

BRIDLINGTON

BUCKROSE MOTORS LTD.
FLAMBOROUGH ROAD

Tel. - - - - 2226-7

Austin
DEALERS

CARS—VANS
TRUCKS

BRIDLINGTON'S SUPER-SERVICE STATION

**BRIGHTON
& HOVE**

**DREADNOUGHT
GARAGES**

30 YEARS SPECIALISED EXPERIENCE WITH
SHIP STREET BRIGHTON KINGSWAY
24451 *Austin* HOVE
35222

BRISTOL

THE CATER MOTOR CO. LTD.

ASSOCIATED WITH

Henlys

'S O M E R S E T '

DISTRIBUTORS

Austin House, CHELTENHAM ROAD.

BRISTOL, 6

Telephone: Bristol 21326 (4 lines)

Telegrams: Henlecars Bristol

— View the Somerset in our Showrooms —

**AUSTIN**WORLD-WIDE
AND HANDSOME

BUCKINGHAM
PHILLIPS & SONS
(Buckingham) Ltd.
MOTOR WORKS
Telephone Buckingham 2121-2274

Austin DEALERS

BURNSIDEWM. HAMILTON MOTORS LTD.
STONELAW ROAD

SALES SERVICE SPARES

BUDE
NORTH CORNWALL

CANN MEDLAND & Co.
'Phone: 48

SALES *Austin* SERVICE
ALSO AT
HOLSWORTHY
'Phone: 33

BUSHEY
WATFORDBUSHEY VALE GARAGES LTD.
LONDON ROAD Phone: Watford 3456
MAIN AUSTIN DEALERS
SALES-SERVICE-SPARES
COACHWORK
Works: VALE ROAD, BUSHEY
.Phone: Watford 2589

BURGH HEATH
SURREY

FRENCH & FOXWELL LTD.
Telephone 66

OFFICIAL *Austin* DEALERS
Branches at BANSTEAD AND
WALTON-ON-THE-HILL, TADWORTH, SURREY

CAERPHILLY**CYRIL G. MORGAN**
PICCADILLY SQUARE

Austin
DEALER FOR CAERPHILLY
Telephone 3178

BURNLEY

HARRISONS of Burnley
THE 100%

Austin DEALERS
172 ST. JAMES ST., BURNLEY
Tel.: 3156/7

CANTERBURY**AUSTIN**
SALES AND SERVICE

Main Agents for East Kent

Phone 2288 Canterbury (4 lines)

WORLD-WIDE
AND HANDSOME

AUSTIN



CAMBRIDGE

MARSHALLS (CAMBRIDGE) LTD.

Austin

Distributors

for
Cambridgeshire, Huntingdonshire
and
The Soke of Peterborough

Head Office:
Austin House
Cambridge

Airport Garage
Cambridge

63 Bridge Street
Peterborough

CARLISLE

DIAS & CO. LTD.

ESTABLISHED 1887

53 LOWTHER ST.

Telephone: 1520-1

Repair Workshops: LONSDALE ST.

DISTRIBUTORS OF

Austin

CARS
FOR CUMBERLAND
AND WESTMORLAND

CARLISLE

AUSTIN

COMMERCIAL DISTRIBUTORS—CUMBERLAND AND
WESTMORLAND

CAR RETAIL DEALERS

J. J. ARMSTRONG LTD.

SALES AND SERVICE DEPOT
DENTON GARAGE, LANCASTER STREET

TELEPHONE 1163

CARMARTHEN

EVANS MOTORS LTD.

AUSTIN HOUSE
CARMARTHEN

SEE THE NEW A40 SOMERSET IN
OUR SHOWROOMS

MAIN DEALERS FOR CARMARTHEN
CARDIGANSHIRE AND PEMBROKESHIRE

CATERHAM

CHEESEMAN & EDWARDS LTD.

AGENTS FOR

Austin CARS

"SERVICE AFTER SALES"

49 HIGH STREET

CATERHAM 1056

CATFORD

See the Somerset
in the showrooms of

LOCOMOTORS LTD.

40, Rushey Green, Catford,
London, S.E.6

Austin Dealers Service & Spares

**AUSTIN**WORLD-WIDE
AND HANDSOME**CHELMSFORD**

Austin MAIN DEALERS
See the New

A40 "SOMERSET"
at

Pollards Garages LTD.
Broomfield Rd

PHONE: CHELMSFORD 3458

CHELTONHAM

**CHELTONHAM & GLOUCESTER
CAR MART LIMITED**

SALES ★

Austin SERVICE ★
DISTRIBUTORS FOR GLOUCESTERSHIRE
37/38 WINCHCOMBE STREET
Phone 3081 2

CHEPSTOW

Hanbury's Garage Ltd.

(Incorporating Greyhound Garage)

AUTOMOBILE & ELECTRICAL ENGINEERS
Phone 388 & 235 Night Lines 407 & 461
MAIN AGENTS AND SPECIALISTS IN



Any make of Car or Motor Cycle supplied

CHESTER

COMPLETE **AUSTIN** SERVICE
MORE & GAMON
LIMITED

MAIN **AUSTIN** AGENTS
AND DISTRIBUTORS

110
FOREGATE
STREET

COMPREHENSIVE STOCK OF SPARE PARTS

'PHONE

22696

CHICHESTER

FIELD'S GARAGES LTD.
30/32 South Street, CHICHESTER

AUSTIN Main Dealers

The new Austin A40 SOMERSET
Model

can be seen in our showrooms

Particulars upon application

Phone 2605

CHIPPEHAM

WILTS

**BARNES MOTOR WORKS
LTD.**

THE AUSTIN PEOPLE

SALES SERVICE
Tele. 2293 SATISFACTION

CLAY CROSS

May be seen NOW at our Showrooms

Kennings
LTD

THE MOTOR DEPOT
CLAY CROSS, DERBYSHIRE
Telephone 2101

DISTRIBUTORS FOR **AUSTIN CARS**

WORLD-WIDE
AND HANDSOME

AUSTIN



CLEVEDON

BINDING & PAYNE
LIMITED

CENTRAL GARAGE, CLEVEDON, SOM.

Telegrams & Telephone:
Clevedon 2201

District Agents for
AUSTIN Cars

CREWE

F. WOOLDRIDGE & SONS LTD.

SHOWROOMS AND SERVICE AT
HIGH STREET

Main Agents for South Cheshire

A40 SOMERSET SALOON
ON VIEW

COLCHESTER

ADAMS' GARAGES LTD.

Austin

MAIN DEALERS
FOR
THIS DISTRICT

INVITE YOU TO SEE THE
NEW A40 SOMERSET

SHOWROOMS: 62 HIGH STREET
WORKS: 47/49 CULVER STREET

Telephone: 4449

COLERAINE

MACFARLANES

AUTOMOBILE AGENTS & ENGINEERS

KINGS-GATE STREET

SEE THE NEW AUSTIN A40 SOMERSET
MODEL IN OUR SHOWROOM

Telephone:
COLERAINE 153

Telegrams:
Macfarlane, Coleraine

CROYDON

WE INVITE YOU TO INSPECT
THE NEW
AUSTIN SOMERSET
NOW ON VIEW AT OUR
SHOWROOMS

L.F. Dove Ltd

111-115 ADDISCOMBE RD.
E. CROYDON

100%
AUSTIN
MAIN
DEALERS

Tel. ADD 3086 9

CROYDON

MILNE & RUSSELL
LTD.

1, BRIGHTON ROAD
CROYDON

Telephone: CROYDON 3656 (3 lines)

Main Dealers & Distributors

100% *Austin* 100%

COVENTRY

& District

Inspect the NEW SOMERSET Saloon at

SAM ROBBINS LTD.

100% Main *Austin* Dealers

30, COX STREET, COVENTRY

Telephone 63242/3

SALES • SERVICE • SPARES

CUPAR

WALTONS GARAGES (CUPAR) LTD.
ROYAL GARAGE

Austin

SALES
SERVICE
SPARES

**AUSTIN**WORLD-WIDE
AND HANDSOME

DARLINGTON
SEE
 THE NEW
A40 SOMERSET
 AT
MOTOR DELIVERY CO. LTD.
 GRANGE ROAD
 AND AT
 BROMPTON ROAD
 NORTHALLERTON

DONCASTERTHE NEW A40
SOMERSETA CAR YOU'LL BE PROUD TO OWN.
A CAR WE'LL BE PROUD TO SERVICE.

DARTFORD
B.S. GELSTON & CO. LTD.
 MAIN AUSTIN DEALERS
 FOR
 NORTH WEST KENT
 Invite you to inspect
 THE NEW AUSTIN A40 SOMERSET SALOON
 at their Showrooms
27/29 LOWFIELD STREET,
 Telephone DARTFORD 2238

CLAYBOURN'S "The Car People"
 Hallgate, DONCASTER. Tel. 3414.

OVER 30 YEARS OF FAIR TRADING

DEWSBURY
GEORGE BOX LTD.
 ALDAMS ROAD

Main **AUSTIN** Dealers for Cars
and Commercial VehiclesTelephone :
Dewsbury 653Telegrams :
Box, Dewsbury**DORKING**

F.W. MAYS & CO LTD
 AUTOMOBILE ENGINEERS · ALL NIGHT SERVICE

SOUTH STREET

Phone : 2244 2245

Austin AGENTS

DONCASTER
BAILEY & LAW
 HIGHFIELD ROAD GARAGE
 Phone: DONCASTER 3469

A.40 SOMERSET SALOON
ON VIEW**AUSTIN SALES & SERVICE**All Spares and Service for Austin
Cars and Trucks available

DOUGLAS
Austin MAIN DEALERS
 FOR THE ISLE OF MAN

FARGHER'S AND ASHTON'S LTD.
 WESTMORELAND ROAD

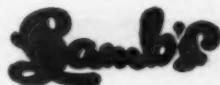
Telephone 149

WORLD-WIDE
AND HANDSOME

AUSTIN



DUNDEE



MAIN AGENTS FOR AUSTINS
in
Angus, North Fife & Sth. Kincardine

Phone
6181
Dundee

AUSTIN HOUSE
TRADES LANE
DUNDEE

The new
A 40 Somerset
IS NOW DISPLAYED
IN OUR SHOWROOMS

EDGWARE



S. BOWEN & SONS LTD.

HILLSIDE GARAGE
HIGH STREET
Phone EDG 4464-5

DUNOON

WILSON'S GARAGE
EAST BAY PROMENADE, DUNOON
AND
OBAN
Tel. 2297

Austin Distributors
Exide Service Stations

EDINBURGH

INGLIS
AUTOMOBILES

recommend
the

Austin Service &
Sales at 64-78 Pitt
St., Edinburgh, S.
Phone: Edinburgh 26287

Incomparable
AUSTIN

DUNS

G. LUKE & HOGG
NORTH STREET

AUTOMOBILE & GENERAL
ENGINEERS



SALES
&
SERVICE
Telephone
51

ELGIN

MAIN DEALERS
PROCTOR & PATERSON

SERVICE Austin SALES
SOUTH STREET
&
GREYFRIARS STREET

DURHAM

Austin

SALES & SERVICE

FOWLER & ARMSTRONG LTD.
MOTOR ENGINEERS & DEALERS

74 NEW ELVET

Telephone: Durham 278-9

ENFIELD

FOR THE NEW A40 SOMERSET
AND
ALL AUSTIN SALES & SERVICE

L. A. & A. C. WYMAN LTD.
CENTRAL GARAGE
126-132 CHASE SIDE
Phone Enfield 4696 & 2992

**AUSTIN**WORLD-WIDE
AND HANDSOME**ENFIELD****D. J. SHEPHERD & CO.**

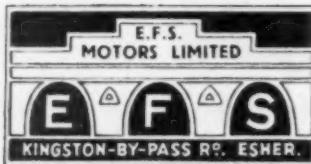
(ENFIELD) LIMITED

434 436 HERTFORD ROAD



Telephone Nos.

HOWARD 1631 and 2923

ESHER**AUSTIN SALES & SERVICE**

Emberbrook 3000

EVESHAM**THE MOTOR HOUSE**

Proprietor

VICTOR A. MORRALL

BROADWAY RD. EVESHAM, WORCS. Tel. 6062.

**AGENTS FOR AUSTIN CARS,
COMMERCIAL VANS, AND TRUCKS**

Sales and Service

ENNISKILLEN

NORTHERN IRELAND

AUTHORISED AUSTIN DEALERS
for COUNTY FERMANAGH**T.P. TOPPING & Co. Ltd.**

Automobile Engineers

DUBLIN ROAD

Telephone ENNISKILLEN 2118 Night Phone 2444 & 2481

EWELL**A. W. HOUGHTON**RUXLEY PARADE GARAGE,
KINGSTON RD., EWELLAuthorised Agent for **AUSTIN** Cars

Phone : EWELL 5000

EPSOM**PAGE MOTORS LTD.****SALES & SERVICE**

TELEPHONE : EPSOM 9891-2-3

EXETERSEE THE NEW A40 SOMERSET
NOW ON VIEW**P. PIKE & Co. LIMITED**THE **AUSTIN** DISTRIBUTORS

"AS DEPENDABLE as the Car"

Showrooms & Works:
ALPHINGTON ST. Phone 3031 (4 lines)

WORLD-WIDE
AND HANDSOME

AUSTIN



FAKENHAM

MASSEY & BRIDGES

AUSTIN DEALERS & STOCKISTS

FAKENHAM, NORFOLK

Phone : FAKENHAM 2337

FARNINGHAM

PENWARDEN & FROST



FARNINGHAM SERVICE STATION
KENT

Tel.: FARNINGHAM 2236 7—Sales
FARNINGHAM 3301 2—Works

FOLKESTONE

AUTO PILOTS LTD.

HARBOUR GARAGE

AUSTIN SALES and SERVICE

Telephone: Folkestone 4589

FOLKESTONE

Official AUSTIN Dealers

For more than 30 years



And at
Dover and Margate

FRENSHAM

SURREY

Heath Bros. (Frensham) Ltd.

Austin DEALERS
FOR 17 YEARS

Phone Frensham 60
for demonstration in our locality

GALASHIELS

DEALERS FOR SELKIRKSHIRE

ADAM PURVES & SON LTD.

MARKET STREET

Telephone 230!

GERRARDS CROSS

Gordon White
— & Co. Ltd. —

Invite you to inspect

the NEW

AUSTIN A 40

SOMERSET SALOON

At

AUSTIN HOUSE
GERRARDS CROSS, BUCKS

The home of AUSTIN in South Bucks

**AUSTIN**WORLD-WIDE
AND HANDSOME**GLASGOW**

SCOTLAND
welcomes the
"SOMERSET"

see it in Glasgow at . . .

see it in Edinburgh at . . .

. . . the latest addition to
the Austin range

Built to traditional Austin standards, the
new "Somerset" will prove a popular choice
for economical family motoring. A car with
a pedigree—and a future, you can depend on
it! See it at one of the addresses below.

Sole Scottish AUSTIN Distributors

CARLAW (CARS) LTD.
97-103 WEST GEORGE STREET
Central 8912-3-4

Associate Company in Edinburgh

MOIR & BAXTER Ltd
EDINBURGH
COMELY BANK GARAGE Edinburgh 30134

GLASGOW, S.W.1**The Miller Motor Co.**

307 LANGLANDS ROAD

AUSTIN DEALERS

SALES, OVERHAULS, SERVICE

Telephone: Govan 1955

GATESHEAD

J. THIRLWELL & SONS
96 BENSHAM ROAD

Phone 71640

Invite you to see the
NEW A40 "SOMERSET"

SALES AUSTIN SERVICE

GLASGOW, S.1

LOW'S GARAGE LTD
HOLMBANK AVENUE

AUSTIN SALES & SERVICES
THE ANSWER TO ALL YOUR
AUSTIN PROBLEMS

GLoucester

Austin
SALES SERVICE SPARES
ST. ALDATE GARAGE
NORTHGATE STREET
GLOUCESTER
Tel. 24054

WORLD-WIDE
AND HANDSOME

AUSTIN



GODALMING

H. A. JACKSON
100% DISTRIBUTOR FOR
AUSTIN CARS
and COMMERCIAL VEHICLES

Depos at:

HURTMORE ROAD	Telephone 782, 3
OCKFORD ROAD	.. 139
BOROUGH ROAD	.. 695

GRIMSBY

W. R. WOOD
PATRICK STREET GARAGE

Telephone 3594

Dealer

For

Austin Cars

GOSPORT

(INCLUDING LEE-ON-SOLENT)

RIGHTON & BENNETT
LIMITED
STOKE ROAD

MAIN *Austin* DEALERS

Telephone: 8183-4

GUILDFORD

FOR
AUSTIN SERVICE
SALES & SPARES
SATISFACTION GUARANTEED

HOLLOWAY'S GARAGE LTD
AUSTIN HOUSE, NORTH ST.

ALSO AT
BURYFIELDS LANE
GUILDFORD

Telephone No. 2938-9

GRANTHAM

NORTH ROAD GARAGES
(GT. PONTON) LTD.

GREAT PONTON, GRANTHAM, LINS.
and at NEWTON ST. GRANTHAM

See the SOMERSET at our Gt. Ponton Premises
The Outstanding Performance of your *Austin*
Safeguarded by Specialised Service
Telephones: Gt. Ponton 251/2 Grantham 130

GUILDFORD

FOR THE NEW AUSTIN
A40 SOMERSET
AND ALL SALES AND SERVICE

JACKSON'S GARAGE (GUILDFORD) LTD.

ESTD.
1906

97, High Street

AGENTS
SINCE
1922

Phone: Guildford 62545

GRIMSBY

GRIMSBY MOTORS LTD

AUSTIN

SALES
AND
SERVICE

FOR NORTH EAST LINCOLNSHIRE

ELEANOR ST. and St. MARY'S GATE

Telephone: 5174-5

Telegrams: EFFICIENCY

HAMPTON

MIDDLESEX

SEE AND TRY THE NEW SOMERSET

AT
G. KINGSBURY & SON LTD.

Established 1897

STATION ROAD

Austin

SALES AND SERVICE
SINCE 1906

**AUSTIN**WORLD-WIDE
AND HANDSOME**HALIFAX**

Austin

Main Agents and Austin Commercial Vehicle
Distributors since 1914

For the Halifax area up to the Lancashire Border

**THE NEW AUSTIN A40 "SOMERSET" CAN NOW BE SEEN IN
OUR SHOWROOMS**

Our Service Department is equipped to undertake all classes
of repair work promptly and efficiently at moderate charges.

THOMAS GREENWOOD'S SONS LTD.
HORTON STREET, HALIFAX.

Telephone : Halifax 2261 2, 3. Telegrams : Tackle, Halifax.

Proud Members of the Swain Group

HANLEY

NORTH STAFFORDSHIRE



Austin

SALES — 100% — SERVICE

HANLEY GARAGE LTD.
BROAD STREET, HANLEY

Stoke-on-Trent 5177

HASLINGDEN

CORDINGLEY & SONS
(THE OLD FIRM)

LANCS.

TELS.	ROSSENDALE	302
		1661
		1627

**WE ARE
AS OLD AS THE CAR
INDUSTRY**

**AS MODERN AS THE
A40 "SOMERSET"**

**WHICH IS ON VIEW AT OUR
LARGE AND MAGNIFICENT
SHOWROOM**

WORLD-WIDE
AND HANDSOME

AUSTIN



HEMEL HEMPSTEAD



SNOXALLS
GARAGE LTD
London Rd, Boxmoor
HERTS
Phone: Boxmoor 154

MAIN *Austin* DEALERS

HENLEY-ON-THAMES

See the new Somerset
at
Rolfe's Garage
Telephone 136

Austin MAIN DEALERS

HERTFORD
AND DISTRICT

ALFRED E. NEALE & SON LTD.

MAIN *Austin* DEALERS

SALES SERVICE SPARES

HIGHGATE
R. MARTIN
2 HIGHGATE HIGH ST., N.6
MOU 3413/4

—IT'S HERE!
IT'S DEPENDABLE—
SEE THE NEW *Austin* A40 SOMERSET

SALES AND SERVICE
ACCESSORY STOCKIST FOR:
DESMO • LUCAS • BARNACLE • TAPLEY • RAYDVOT
EVERSURE • MARCHAL • NOTEX • WINGARD • ETC.

HILLINGDON

Inspect the
"SOMERSET" SALOON
at
HILLINGDON MOTORS LTD.

325, Long Lane, Western Avenue,
HILLINGDON, MIDDX.

Phone: UXBRIDGE 412

SALES AUSTIN SERVICE

HITCHIN

HERTS

J. CHALKLEY & SON
BRAND STREET

Phone 44

MAIN AGENTS

REPLACEMENT UNITS AND
PARTS STOCKISTS

HONITON
DEVON

SEE THE NEW A40
SOMERSET

at
THE HONITON GARAGE

TELE. 36 L. E. HELLIAR, proprietor

HORNSEY

ELLIS & CO.

OF HORNSEY LTD.
Established 1896

Austin SALES
AND SERVICE

44/56, HIGH STREET

Telephone: MOUNTVIEW 2255

**AUSTIN**WORLD-WIDE
AND HANDSOME**HORSHAM****JACKSON BROS.**AUTOMOBILE AGENTS & ENGINEERS
LONDON ROAD

Telephone: Horsham 1111 (3lines)

SALES
SERVICE
SPARES**HOUNSLAW**
The New Austin A40
Somerset on View at
BROADWAY MOTORS
 67. HIGH STREET
 Phone 0175
HUCKNALL**C. B. MUNKS**

SALES AND SERVICE

Invite you to see the new
A40 Somerset
at the**SHOWROOMS**
WATNALL ROAD

Works: DERBYSHIRE LANE

Phone: HUCKNALL 222

HULL

YOU CAN DEPEND ON

CORNELIUS PARISH LTD.

FOR AUSTIN SUPPLIES OF WHATEVER NATURE IN THE EAST RIDING OF YORKSHIRE

THE NEW
A40
SOMERSETON VIEW
AT OUR
SHOWROOMS

DISTRIBUTORS

BOOTHFERRY ROAD, HESSELE, HULL

Telegrams: SAXON, HULL.

Telephone: 40193.

WORLD-WIDE
AND HANDSOME

AUSTIN



HYTHE

HYTHE MOTOR CAB Co. Ltd.

AUSTIN AGENTS

HIGH STREET
(AND BANK STREET)

HYTHE - KENT

TELEPHONE - - - HYTHE 6131/2

INVERNESS

Main Austin Dealers

MACRAE & DICK, LTD.

NAIRN TAIN FORT-WILLIAM
and DINGWALL

THE NEW **ILFORD**
AUSTIN

A40

"SOMERSET"

See it today at

SM

SMITH MOTORS LTD.

HIGH ROAD · GOODMAYES · ILFORD · Phone: Seven Kings 6000, 10 lines
MAIN AUSTIN DEALERS IN THIS AREA FOR 30 YEARS

KEIGHLEY

F. & J. Moore

MAIN AGENTS

Town Hall Garage

Tel: KEIGHLEY 2121 (Day)
KEIGHLEY 4367 (Night)

KENDAL
LAKELAND GARAGE

100% main *Austin* dealers

CARRY A LARGE STOCK OF
SPARES FOR BOTH CARS
AND COMMERCIAL VEHICLES

TELEPHONE KENDAL 566

ILKLEY

New **A40 SOMERSET**
NOW ON SHOW at



Main Austin Dealers

BEN RHYDDING · ILKLEY

KENTON
MIDDLS.

DRY'S GARAGES LTD.

85 KENTON ROAD

Telephone: Wordsworth 1143

Austin SALES & SERVICE
FOR 25 YEARS

**AUSTIN**WORLD-WIDE
AND HANDSOME**KESWICK**

AUSTIN
SALES and SERVICE
See the "Somerset" at
QUIRK'S "LOCK-UP" GARAGES
KESWICK

KETTERING

SEE
~~~**"THE SOMERSET"**~~~  
IN OUR SHOWROOMS  
**THE CENTRAL MOTOR CO.**  
1919 (KETTERING) LTD.  
Telephone: 2231 (3 lines)

**KIDDERMINSTER**  
**LAUGHTON GOODWIN**  
CO. LTD.  
**CASTLE MOTOR WORKS**  
INVITE YOU TO SEE THE  
NEW A40 SOMERSET  
**AUSTIN**  
SALES & SERVICE

**KINGS Langley**  
MAIN *Austin* AGENT  
**E. H. MACMILLAN**  
COME & INSPECT  
THE NEW  
**AUSTIN A40 SOMERSET**  
**HIGH ST. & CENTRAL GARAGES**  
Phone 2528

**KINGSTON-**

ON-THAMES

**LANKESTER**  
ENGINEERING CO. LTD.
**AUSTIN**  
MAIN AGENTS

SALES : SPARES : SERVICE  
39/43 EDEN STREET, KINGSTON  
KIN 3/51 4 SURREY ELM 1185

**KIRKCALDY**

Main Austin Dealers  
**NEILSON BROTHERS**  
16 HIGH STREET  
**KIRKCALDY**

Tel. 3791

**KNIGHTON**  
RADNOR

**S. W. BRISBANE**  
STATION GARAGE

*Austin*

SALES SERVICE SPARES

**LARNE****LARNE MOTOR Co. LTD.**

Automobile Engineers

**POINT STREET**

WE INVITE YOU TO VIEW THE  
AUSTIN A40 SOMERSET MODEL  
IN OUR SHOWROOM  
Telephone LARNE 91

WORLD-WIDE  
AND HANDSOME

AUSTIN



**LANCASTER**

See the very latest of the AUSTINS including the new A40 "SOMERSET" at our showrooms.

**BARTON TOWNLEY LTD.**  
PENNY STREET,  
LANCASTER

Telephone: LANCASTER 2233

**LAUNCESTON**

See the NEW  
**A40 SOMERSET**  
at  
**PROUTS GARAGE LTD.**  
100% Main AUSTIN Dealers  
LAUNCESTON

Phone 11

**LEAMINGTON SPA**  
SOUTH WARWICKSHIRE  
100%  
MAIN DEALERS  
**LEAMINGTON AUTOMOBILE CO LTD**  
PHONE: LEAMINGTON SPA 667 & 668  
AND AT  
WARWICK

**LEEDS**

**ADAMS MOTOR SERVICE**

HEAD OFFICE

101. STONEY ROCK LANE

Phone: 30231/2

AND

YORK ROAD WHINMOOR SEACROFT

Phone: 47386

(Day & Night)

**LEEDS**

**ALWOODLEY MOTORS LTD.,**  
KNOWN FAR AFIELD FOR



•  
SALES  
•  
SPARES

HARROGATE Rd. LEEDS  
Tels: 62114, 61724

**LEEDS**

**CHARLES S. ANDERSON LTD.**

New Model on view  
at our New Buildings

Regent Street,  
Leeds, 2

AUSTIN SERVICE

Telephone: 20668, 9

**LEEDS**

**LEEDS AUTOCARS LTD.**

AUSTIN SALES & SERVICE

IN THE CENTRE OF LEEDS

TEMPLAR ST. & NEW YORK RD.

Telephone 31551-3.

**AUSTIN**WORLD-WIDE  
AND HANDSOME**LEICESTER**

SALES &amp; SERVICE

**PALMER & WARD LTD.**  
**STOUGHTON DRIVE NORTH**  
**EVINGTON ROAD**

Telephone : 36362

**LEICESTER**

The New Austin A40 Somerset Saloon  
can be seen at our Showrooms

**VAUGHAN-HARBOURNE LTD**  
**AUSTIN HOUSE - LEICESTER**

DISTRIBUTORS FOR AUSTIN PRODUCTS

**LEIGH**

"THE *Austin* SPECIALISTS"

**COUNTY MOTORS (LEIGH) LTD.**  
**CHAPEL STREET**

Telephone: 1126-27

"THE PERSONAL SERVICE PEOPLE"

**LEWISHAM**

The new A40 'Somerset'  
can be seen at

**WITALLS OF LEE**  
306-310 LEE HIGH RD.  
LEWISHAM - S.E. 13

Lee Grn. 3353/4

Est. 1919

**LEYBURN****METCALFES of LEYBURN**

in the heart of the Yorkshire Dales.  
for SALES and SERVICE by  
real **AUSTIN** Enthusiasts

**LISBURN**

AUSTIN AGENTS

PHONE 3201

**JOHN McCLEAN**  
AUTOMOBILE AND ELECTRICAL ENGINEER  
**DUBLIN ROAD**  
NEW AUSTIN A40 SOMERSET  
MODEL  
ON SHOW AT OUR GARAGE  
LONGSTONE STREET

**LIVERPOOL, 1****VOSS MOTORS LTD.**

MAIN AGENTS AND  
DISTRIBUTORS FOR  
LIVERPOOL AND  
WIRRAL

**A.40 SOMERSET NOW ON VIEW**

42/44 RENSHAW STREET

ROYAL 3883/4/5/6

WORLD-WIDE  
AND HANDSOME

AUSTIN



**LIVERPOOL**

*Austin*  
DEALERS

WEST COAST MOTOR CO. LTD.  
1 ARRAD STREET

Telephones: Royal 1918 and 2158

**LLANDUDNO**



AUSTIN  
DEALERS

*Hutchinson & Wilde Ltd.*

SEE THE  
AUSTIN  
SOMERSET AT OUR SHOWROOMS  
PENRHYN BAY - LLANDUDNO

**LLANDILO**

*Austin of England*

Main Dealers for East Carmarthenshire  
for Austin cars and Commercial vehicles  
HAVE THE NEW SOMERSET  
IN STOCK FOR INSPECTION

CENTRAL GARAGES (LLANDILO) LTD  
LLANDILO, CARMNS Phone: 2217

**LOCKERLEY**

HANTS

THE NEW AUSTIN A40  
SOMERSET

WILL BE ON VIEW IN OUR SHOWROOMS  
FROM 5th FEBRUARY

COOMBS GARAGE  
BUTTS GREEN

Telephone Lockerley 257

**LLANDRINDOD WELLS**



THE AUTOMOBILE PALACE LTD.

Managing Director: TOM NORTON

Telephone: 2216-7-8.

Huge stock of Austin spare parts

*Austin*

100% DISTRIBUTORS FOR  
ANGLESEY, CAERNARVON, DENBIGH,  
FLINT, MONTGOMERY, BRECON,  
MERIONETH AND RADNOR

**LONDON, E.1**

"SOMERSET in EAST LONDON"

AND SERVICE FACILITIES  
FOR THE OTHER  
COUNTY MODELS  
AT

ASSOCIATED GARAGE CO. LTD.

THE *Austin* SPECIALISTS

242-6 COMMERCIAL ROAD  
LONDON, E.1

STE. 3242-3-4

**AUSTIN****WORLD-WIDE  
AND HANDSOME****LONDON, E.1.**

**ZENITH MOTOR  
& ENGINEERING WORKS  
LTD.**

591, COMMERCIAL ROAD

*Austin*

SALES - SERVICE - SPARES

TELEPHONE :  
STEPNEY GREEN 4285  
(8 LINES)

**LONDON, E.11**

YOU CAN SEE THE  
AUSTIN SOMERSET AT

**LOVETTS**  
LIMITED

BUSHWOOD CORNER  
LEYTONSTONE

Tel : WAN. 2433

YOU CAN DEPEND ON LOVETTS

**LONDON, E.14**

CALL ROUND AND WE WILL  
SHOW YOU THE NEW  
'SOMERSET'

**COBORN MOTORS LTD.**  
249/51, EAST INDIA DOCK RD.,  
POPLAR

Telephone EAST 2987

**LONDON, E.8****LEX**

Garages Limited

**MAIN AUSTIN DEALERS****SERVICE** —— **SALES**— **SPARES****PASSENGER****AND COMMERCIAL**

AT

**183-185 DALSTON LANE  
HACKNEY  
LONDON E.8**

AMHERST 2251/2

**LONDON, E.C.1**

For complete Service  
of the new

**A40****AUSTIN SOMERSET**

consult

**EXPRESS MOTOR & BODY WORKS**  
LIMITED

150 GOSWELL ROAD

Telephone CLErenwell 4625

EXPERTS IN HIGH PRESSURE WASHING  
GREASING - MECHANICAL REPAIRS - MAINTENANCE  
RE-CELLULOSING & BODY BUILDING

Depots at

RIVERSIDE ROAD  
TOOTING, S.W.17  
Tel. WIM 4268/9

282 BELGRAVE GATE  
LEICESTER  
LEICESTER 60829

WORLD-WIDE  
AND HANDSOME

AUSTIN



**LONDON, E.C.2**

**PAUL STREET GARAGE LTD.**

are pleased to announce that the new  
**AUSTIN A.40 SOMERSET**  
is on view at the London, E.C.2  
Showrooms

**20 PAUL STREET**

Tel. BIS. 6781 (4 lines)

Branch Works  
97, Streatham Hill, S.W.2. 83108, Clifton St., E.C.2.

**LONDON, N.8**

The new **AUSTIN** model is  
available for inspection  
and trial at-

**Lyne, Frank & Wagstaff,  
LTD.**

**3/5, CROUCH END HILL  
CROUCH END**

Phone MOUNTVIEW 4401

**LONDON, N.1**

**LION  
SERVICE STATIONS  
LIMITED**

*Austin*

SPARES • SALES • SERVICE

**219-227 CALEDONIAN ROAD, KINGS CROSS**

Phone : TERMINUS 6991

**LONDON, N.3**

SEE THE NEW A40  
SOMERSET  
AT

**POPE'S OF FINCHLEY  
39 BALLARDS LANE  
CHURCH END**

Telephone : Finchley 0013-4-5-6

*Car Maintenance a Speciality*

**LONDON, N.12**

THE NEW  
*Austin A40 Somerset*  
CAN BE SEEN AT ANY BRANCH OF  
**H. A. SAUNDERS LTD.**

*Austin Distributors*

AUSTIN HOUSE, 836, HIGH RD., N.FINCHLEY, N.12

AUSTIN HOUSE, CASTLE STREET, WORCESTER

AUSTIN HOUSE, COMMERCIAL RD., HEREFORD

WATLING STREET, RADLETT, HERTS

MILL END ROAD, HIGH WYCOMBE, BUCKS

**LONDON, N.12**

**HALLS (FINCHLEY) LIMITED**

for **AUSTIN** cars

ODEON PARADE, HIGH RD.,  
NORTH FINCHLEY

1/2 mile North of Tally Ho Corner  
Hillside 1044

**SERVICE & STORES**

Arcadia Avenue, Church End, Finchley, N.3. Finchley 5908

**AUSTIN****WORLD-WIDE  
AND HANDSOME****LONDON, N.13**

**ORDER YOUR NEW AUSTIN  
WHICH CAN BE SEEN AT  
OUR SHOWROOMS**



**FROM  
SAUL & SLATTER LTD.**

PALMERS GREEN, N.13

Showrooms:  
44-46 Aldermans Hill      Works:  
234/236a Green Lanes  
Tel. Palmers Green 1208/7173

**SALES - SERVICE - SPARES****LONDON N.14**

**Springfield Garages Ltd.  
SOUTHGATE**

Come and see the new  
**SOMERSET**

*Austin Sales and Service*  
**WINCHMORE HILL ROAD  
SOUTHGATE N.14**  
Phone: PAL 6825

**LONDON, N.16**

*The New Somerset*

is on show at—

**R. GARWOOD & SONS LTD  
45, STAMFORD HILL**

Phone: Stamford Hill 1191

**AUSTIN SALES  
DAY & NIGHT SERVICE**

**LONDON, N.16****HUNTER MOTORS LTD**AUTOMOBILE ENGINEERS  
& MOTOR AGENTS

*Austin*  
**SALES & SERVICE**

**SAVOY HOUSE,  
17 & 87 STOKE NEWINGTON RD.,  
LONDON, N.16**

CLISSOLD 0031 (4 lines)

**LONDON, N.W.1****MARYLEBONE GARAGE LTD.**

INCORPORATING MARYLEBONE TYRE SERVICE

6-11, DORSET CLOSE, GLOUCESTER PLACE,  
N.W.1.      Paddington 0091 (12 lines)

SEE THE

**AUSTIN  
A40 SOMERSET  
HERE!**

SPECIALISTS IN

**AUSTIN**

**SALES, SERVICE, REPAIRS  
& COMPLETE OVERHAULS**

WORLD-WIDE  
AND HANDSOME      AUSTIN



**LONDON, N.W.1**

OF WORLD-WIDE APPEAL

**THE HANDSOME NEW AUSTIN A40**

*Somerset*  
SALOON



Cheddar Gorge, Somerset

on view at

*Car Mart Ltd*

LONDON DISTRIBUTORS

STANHOPE HOUSE  
229, Euston Road, London, N.W.1  
Telephone : EUston 1212

AUSTIN HOUSE  
297, Euston Road, London, N.W.1  
Telephone : EUston 1212

GLOUCESTER HOUSE  
156, Park Lane, London, W.1  
Telephone : GROvenor 3434

16, UXBRIDGE RD., EALING, W.5  
Telephone : EALing 6717

CENTRAL LONDON SERVICE  
UPPER MONTAGU STREET  
Montagu Square, London, W.1  
Telephone : AMBassador 1637

WELSH HARP, EDGWARE, RD. 382, STREATHAM HIGH ROAD  
LONDON, S.W.16  
Telephone : HENDon 6500      Telephone : STReatham 7751

**AUSTIN****WORLD-WIDE  
AND HANDSOME****LONDON, N.W.1**

SEE AND INSPECT THE NEW A.40 SOMERSET  
at the  
AUSTIN RETAIL DEALERS



ESTB.

73-75 ALBANY ST. N.W.1      EUS. 6994

**LONDON, N.W.1****CLARENCE CAR SERVICE LTD.**

SALES            SERVICE  
SPARES

**89, CAMDEN ROAD, N.W.1**

GULLIVER 5100 and 4448

**LONDON, N.W.1**

NEW AUSTIN A40 "SOMERSET" ON VIEW

**GEORGE NEWMAN & CO.****AUSTIN****SALES & SERVICE**

FOR NEARLY 40 YEARS.

|                |        |                       |
|----------------|--------|-----------------------|
| SALES          | Phone  | SERVICE               |
| 369 EUSTON RD. | EUSTON | 209c GL. PORTLAND St. |
| N.W.1          | 4466   | W.I.                  |
| (12 lines)     |        |                       |

**LONDON N.W.1****MOON'S MOTORS LTD.****London's Leading Garages**INVITE YOU TO SEE  
THE NEW

**AUSTIN**  
**SOMERSET**

At Dorset House : Marylebone Rd., N.W.1

**LONDON, N.W.2**

Now in Our Showrooms  
the NEW AUSTIN  
SOMERSET Saloon

**FERRARIS of CRICKLEWOOD Ltd.**  
Austin Sales & Service Depot  
200-220, CRICKLEWOOD BROADWAY, N.W.2  
GLA 2234-5-6-7

**LONDON, N.W.3****AUSTIN**

HAMPSTEAD HIGH STREET  
LONDON N.W.3  
HAMPSTEAD 6041  
(10 lines)

**LONDON, N.W.3**

SALES            SERVICE

**FOR AUSTINS**

**CENTRAL MOTOR INSTITUTE**  
FINCHLEY ROAD, SWISS COTTAGE,  
LONDON, N.W.3

Telephone: PRimrose 6623

**LONDON, N.W.3**

SEE THE NEW

*Austin* SOMERSET AT  
**Vandervell Bros. Ltd.**  
215 HAVERSTOCK HILL, HAMPSTEAD  
Telephone: Primrose 4441/3

WORLD-WIDE  
AND HANDSOME

AUSTIN



**LONDON N.W.3**

**BLUE STAR  
GARAGES LTD.**

PROVIDE A NATION WIDE SERVICE

INVITE YOU TO INSPECT

THE NEW  
**AUSTIN "SOMERSET"**  
AT OUR FINCHLEY ROAD SHOWROOMS  
617, FINCHLEY ROAD, HAMPSTEAD, N.W.3  
Telephone: HAMPSTEAD 2254 8  
also at THE BROADWAY, TOLWORTH, SURREY

**LONDON, N.W.7**

**MEBES & MEBES LTD.**

(Est. 1893)

THE AUSTIN PEOPLE FOR THESE DISTRICTS INVITE YOUR INSPECTION OF THE NEW MODEL AUSTIN A40 SOMERSET SALOON NOW ON VIEW IN THEIR SHOWROOMS. "THE DEPENDABLE PEOPLE REPRESENTING THE DEPENDABLE CAR."

**THE BROADWAY, MILL HILL, N.W.7**

Telephone No. MIL 3040

**LONDON N.W.4**

**L. A. HILLS (HENDON) LTD.**  
ELECTRIC SERVICE GARAGE  
FINCHLEY LANE  
HENDON

Telephone: HENDON 1145 6 and 1181 2



GOOD STOCKS OF  
AUSTIN SPARES  
ALWAYS CARRIED

**LONDON, N.W.9**

**Blackbird Hill Garage Ltd.**  
BLACKBIRD HILL  
KINGSBURY

We invite you to view  
**THE NEW A40 AUSTIN SOMERSET**

SPARES  
Col 6134

SERVICE  
Col 6135

SALES  
Col 4485

**LONDON, N.W.6**

**TURNER & SAVAGE  
LTD.**

140, WILLESDEN LANE

Telephone: MAIDA VALE 4881-2-3

AUSTIN



DEALERS

**SALES : SERVICE : REPAIRS**

Specialists in Panel Beating

**LONDON, N.W.10**

SEE THE

★ New ★  
**AUSTIN SOMERSET**



at London's Leading Showrooms

ACE SERVICE STATION (London) Ltd.

North Circular Road, Stonebridge Park, N.W.10

ELGar 5585 (5 lines)

**LONDON, S.E.6**

★ SEE THE NEW ★

**AUSTIN  
SOMERSET**

and receive courtesy and service at

**A. J. ALLEN & SON LTD**  
BROMLEY ROAD, CATFORD, S.E.6

Hither Green 1144-5-6

**AUSTIN**WORLD-WIDE  
AND HANDSOME**LONDON, S.E.12****See the NEW AUSTIN**

When you have read all about the new A40 - Somerset - you will certainly want to see it.

We have one in our showrooms

—so why not come along and take a close look at the car that, before long, will be the talk

of motorists the world over?

**SOMERSET**

AT

**CLIFTONS**

SERVICE STATION LTD.

59 SIDCUP ROAD, LEE, S.E.12.

ELTham 3801.2 and 2030

**LONDON, S.E.6**

**F. PILMORE-BEDFORD  
& SONS**

BROMLEY ROAD

Telephone : HIT 1001-2-3

**LONDON, S.E.14**

NEW CROSS

**M.B. MOTORS**  
334/336 NEW CROSS ROAD

SERVICE • SPARES • REPAIRS

Phone : TIDEWAY 3779

**LONDON, S.E.12****BELLAMY'S (LONDON) LTD.**

2, Burnt Ash Hill

Sales **AUSTIN** Service

Authorised Dealers

Phone : Lee Green 4821/2

WE HAVE THE NEW SOMERSET  
ON SHOW**LONDON, S.E.15****S. G. SMITH (MOTORS) LTD.**See the new **AUSTIN SOMERSET**  
in our showrooms at**285/287, RYE LANE, PECKHAM**

Phone : New Cross 0460

WORLD-WIDE  
AND HANDSOME

AUSTIN



**LONDON, S.E.18**

SEE THE NEW A40  
AT



**FURLONGS**  
MOTOR ENGINEERS *Ltd* SALES AUSTIN SERVICE

180 POWIS ST.  
WOOLWICH S.E.8  
PHONE WOO 3434

**LONDON, S.E.18**



40, ARTILLERY PLACE, WOOLWICH  
Telephone: WOOLwich 0165-6-7

Invite you to inspect the  
**NEW A40 SOMERSET**

**LONDON S.E.24**

THE NEW MODEL A40  
"SOMERSET"

on view at

George Osborne Ltd.

**HERNE HILL ROAD**

(Near Loughborough Junction Stn.)

Telephone: BRIxtton 2087 (3 lines)



Motor Agents and Repairers

**LONDON S.E.23**

**SEAGER & CO.**  
AUSTIN SPECIALISTS

THE NEW A.40 "SOMERSET"  
can be seen at

175 PERRY VALE, S.E.23  
Telephone: FOREST HILL 1838  
SALES REPAIRS SERVICE

**LONDON, S.W.1**

See the new

*Austin Somerset*

at  
**H. C. NELSON (1942) Ltd.**  
6/11, Appletree Yard, S.W.1  
Phone WHITEHALL 4012/3

**LONDON S.W.1**

See The New  
**AUSTIN "SOMERSET"**

**C. G. NORMAN & CO.**

*Austin authorised retailers*

**RIGHT IN WESTMINSTER**

Sales • Service • Spares

RECONDITIONED UNITS

50 VAUXHALL BRIDGE ROAD, S.W.1 VICTORIA 2211

**LONDON, S.W.2**

**THE SOUTH LONDON AUSTIN DEPOT**

**PRYNN & STEVENS LTD.**

57 ACRE LANE, S.W.2

BRIXTON 1155

See the new A 8 at our Showrooms  
**14 LEIGHAM HALL PARADE, S.W.16**  
**STREATHAM 7362**

Repairs & Service to Austin exclusively.



## AUSTIN

**WORLD-WIDE  
AND HANDSOME**

**LONDON, S.W.3**

SEE THE *Austin* AT  
**SOMERSET** AT  
**SHRIMPTONS MOTORS LTD.**  
**242/4, BROMPTON RD., S.W.3**  
KENSINGTON 9464

— LONDON, S.W.9

AUSTIN AGENTS FOR BRIXTON

Specialists in Car Hire for  
Overseas Visitors and  
Continental Touring



Automobiles & Coach Work Ltd.

For details, contact Leslie H. Wilson, M'ging D'tor  
**Tel. BRIxton 4010**

**LONDON, S.W.3**  
SEE THE NEW AUSTIN A40  
"SOMERSET" IN OUR SHOWROOMS  
**J. CORYTON LTD.**  
*The Complete  
Austin Specialists*

**LONDON S.W.11.—**  
**RED RICS AUTOMOBILES**

## **58 BATTERSEA BRIDGE ROAD**

**AUSTIN  
RETAIL  
DEALERS**

**THE NEW AUSTIN A40  
SOMERSET SALOON MAY BE  
VIEWED IN OUR SHOWROOM**

**Other Austin models sometimes available including**

---

1784 BAKERSEA 617A

**LONDON, S.W.4**

**A. OWEN LTD.**  
AUTOMOBILE ENGINEERS & AGENTS  
**72'74 PARK HILL**  
**CLAPHAM**  
Telephone: TULSE HILL 6297

**TRAVELLERS'  
BROUGHAM  
SPECIALISTS**

**AUSTIN  
SALES &  
SERVICE**

**LONDON, S.W.12**  
**H. W. H. ENGINEERING CO. LTD.**  
**BEECHOLME GARAGE**  
39. NIGHTINGALE LANE. S.W.12

# Austin SALES & SERVICE

**LONDON, S.W.7**

**BREW  
BROTHERS LTD.**

**THE NEW 'SOMERSET'**  
CAN BE SEEN AT OUR SHOWROOMS  
**133 OLD BROMPTON ROAD,  
SOUTH KENSINGTON, S.W.7**

KEN 2468      Open 7.0 p.m. to 7.0 p.m.      FRE 3333

**LONDON S.W.15**

SEE THE NEW A.40 AT

**Putney Autos Ltd**

263 Putney Bridge Road

*Telephones:*  
Sales Department ... ... **PUTney 6887**  
Repairs, Service & Spares **PUTney 11867**

WORLD-WIDE  
AND HANDSOME

AUSTIN



**LONDON, S.W.15**

**SEE IT!**

The new Austin A40 is actually in our showrooms now! You are invited to inspect it, no matter in what part of the Home Counties you live.

**TRY IT!**

You can give it a leisurely inspection and ask all the questions you wish. Our long experience and specialised knowledge of Austin Cars is at your service.

**BUY IT!**

We are accepting limited orders for future delivery, but obviously cannot give you a date. The most flexible and favourable H.P. terms allowed under to-day's conditions, are available.

**ROBBINS** of Putney

96-98 Upper Richmond Road, Putney, S.W.15.

Phone : Putney 4581/2

**LONDON, S.W.15**  
**WARD & CO. (PUTNEY) LTD.**

for *Austin* SERVICE

SEE THE NEW SOMERSET AT  
**72 WEST HILL**  
**PUTNEY**

Phone: PUTNEY 7422

**LONDON, S.W.16**

ITS HERE

The New Austin A.40 Somerset Saloon

**ASTORIA GARAGE**  
(STREATHAM)  
**LTD.**

Gracefield Gardens, Streatham

Telephone: STReatham 3341/2

**LONDON S.W.16**

SEE THE NEW  
**AUSTIN**  
**SOMERSET**

AT  
**STREATHAM MOTOR GARAGE &**  
**ELECTRICAL ENGINEERING CO., LTD.**  
**43/45 MITCHAM LANE, STREATHAM**  
Telephone Streatham 0282 6311

**LONDON S.W.17**

**Burt's Garage**

**60-60A, TRINITY ROAD, S.W.17**

*Have on show the new*

*Austin* **A40 SOMERSET**

SPECIALISTS REPAIRS AND MAINTENANCE  
ESTABLISHED 1897

**LONDON S.W.19**

FOR THE **New**  
**AUSTIN A40**  
**SOMERSET**

AS FOR EVERY AUSTIN  
PAST & PRESENT CONSULT  
THE AUSTIN SPECIALISTS ON

*Sales, Spares, Service*

**WIMBLEDON** MOTOR WORKS LTD.  
GARAGE & SPARE PARTS DEALERS  
OUTER ROAD

29, High Street, Wimbledon Common, S.W.19

Telephone: WIM 0123

**AUSTIN****WORLD-WIDE  
AND HANDSOME****LONDON S.W.17***Official Stockists***SHAW MOTORS LTD**SEE THE NEW AUSTIN SOMERSET AT  
666-678 GARRATT LANE, S.W.17

Telephone: Wimbledon 3031/2/3

SALES, SERVICE  
AND SPARES.**LONDON, W.I.****PASS AND JOYCE****THE CAR PEOPLE**

The long-established  
West-end Dealers  
in all  
AUSTIN Models

Call and see the new "SOMERSET"  
in our showrooms184-188 GREAT PORTLAND STREET  
LONDON, W.I.

Tel: MUSEum 1001 (6 lines)

**LONDON W.I.****GOWER & LEE****Austin Dealers**1/2, THORNTON PLACE, YORK ST.,  
BAKER ST. Welbeck 6828: 3 lines**WORLD-WIDE  
AND HANDSOME****LONDON, W.I.**

**SEE THE NEW  
SOMERSET  
IN THE HEART OF LONDON  
AT**  
**LEX GARAGES LTD.**

**2, LEXINGTON STREET,  
PICCADILLY CIRCUS**

Telephone: GERrard 8600

  
**Austin**  
**SALES and SERVICE**
**LONDON, W.I.**

ESTABLISHED 78 YEARS

**R. HARDY & SON**

FOR

**-AUSTINS-**

●  
 SEE THE  
**NEW SOMERSET SALOON**  
 AT  
**50 MARYLEBONE HIGH ST.,  
LONDON, W.I.**  
 WELBECK 1101

WORLD-WIDE  
AND HANDSOME

AUSTIN



**LONDON, W.I.**

**EDGAR HARRISON LTD.**

HAVE A NEW  
A40 SOMERSET  
ON VIEW AT

33 NORTH ROW  
NORTH AUDLEY ST., W.I.

'Phone : MAYfair 0402

SALES and SERVICE

**LONDON, W.I.**

New Austin A40 Somerset

on view at

**HERBERT & MILLS**

75 Gt. Portland Street, W.I.

Telephone

LANGHAM 3906

**LONDON, W.I.**

SEE THE NEW A40 SOMERSET

AT

**E. L. MENDEL LTD.**  
85, GREAT PORTLAND STREET



AGENTS FOR  
OVER 21 YEARS

**LONDON, W.I.**

**THE NEW AUSTIN A40  
SOMERSET**

IS ON EXHIBITION IN

MAYFAIR

AT THE SHOWROOMS OF

**JACK OLDING**

AUDLEY HOUSE, NORTH AUDLEY ST.,

AUSTIN

Mayfair 5242-3-4

DEALERS

**LONDON, W.I.**

**MANN EGERTON  
& CO. LTD.**

AGENTS FOR



IN

**MAYFAIR**

14, BERKELEY STREET

TELEPHONE : REG. 2073 (5 LINES)

**LONDON W.I.**

A40

THE NEW

**SOMERSET**



IS NOW ON SHOW

AT OUR

WEST END BRANCH  
67, GEORGE STREET, W.I.

WELbeck 6899

**OFFORD**  
Established over 100 years  
& SONS LTD.

  
BY APPOINTMENT  
COACH BUILDERS  
TO H.M. THE KING

Also at

154, GLOUCESTER ROAD, S.W.7  
FREmantle 0061

**AUSTIN**WORLD-WIDE  
AND HANDSOME**LONDON, W.I.**

SEE THE NEW AUSTIN A40 SOMERSET

AT

**G. VIDLER & CO.****43, CRAWFORD STREET, W.I.**

PAD. 4915

30 YEARS AUSTIN AGENTS  
EXPERTS AT YOUR SERVICE**LONDON, W.2**

CHARLES **Rickards** LIMITED  
**56 BAYSWATER ROAD**  
 Tel.: PADdington 1820

INVITE YOU TO INSPECT  
 THE NEW A40  
 SOMERSET  
 AT THEIR SHOWROOMS

**LONDON, W.6**

**HARRY NASH MOTORS Ltd**  
**348, 391, 337, KINGS ST.,**  
**HAMMERSMITH**

Riverside 2837/8

**THE NEW A.40 IS HERE****LONDON W.11**

**CHAPMANS (London) GARAGE LTD.**  
 CODRINGTON MEWS  
 BLENHEIM CRESCENT  
 LADBROKE GROVE  
 PARK                    9864 & 9865

DISTRIBUTORS *Austin* DEALERS  
 NEW A40 "SOMERSET" ON VIEW

**LONDON, W.C.1****RAPID MOTOR SERVICES**

*Invite*  
*you to*  
*Inspect*

THE  
**NEW A.40**  
**SOMERSET**

**260, GRAY'S INN ROAD**  
 TERMINUS 4124-5

SALES — SERVICE — REPAIRS

**LONDON, W.C.2**

See the new  
**AUSTIN A40 SOMERSET**  
 at  
**BRITISH & COLONIAL MOTORS LTD**  
 CRANBOURN ST., W.C.2

**LONDONDERRY**

**THE THOMPSON EDWARDS**  
**MOTOR Co. Ltd.**  
 STRAND ROAD  
 Phone: LONDONDERRY 2110  
**THE NEW "SOMERSET" IS ON VIEW**  
**AT OUR SHOWROOMS**

*Austin*

DEALERS FOR  
OVER 25 YEARS

WORLD-WIDE  
AND HANDSOME

AUSTIN



LONDON W.11



## FRICKERS OF HOLLAND PARK

*Invite you to view*

THE NEW AUSTIN A 40 'SOMERSET' SALOON  
*at their showrooms*

HOLLAND PARK AVENUE  
ADJOINING HOLLAND PARK TUBE STATION  
KENSINGTON, LONDON W.11

TEL. PARK 5077 & 5078

**AUSTIN****WORLD-WIDE  
AND HANDSOME****LOUGHBOROUGH****STUBBS' GARAGES  
LTD.****THE NORTH LEICESTERSHIRE AGENTS**

The New A40  
Somerset will  
be on view at

**SHOWROOM**  
HIGH STREET  
**SERVICE STATION**  
LEICESTER ROAD

Tel.: LOUGHBOROUGH 2225-6 (2 lines)

**LUTON****DICKINSON & ADAMS  
(LUTON) LTD**

*Austin* MAIN DEALERS

BRIDGE STREET, LUTON  
Telephone: Luton 3535

**LYMINGTON****DAWSON BROS. (LYMINGTON) LTD.**

76. HIGH STREET - - - Telephone: 18



SEE THE NEW A40  
SOMERSET AT OUR  
SHOWROOMS

100% MAIN AUSTIN DEALERS FOR LYMINGTON  
AND SURROUNDING NEW FOREST AREA

**MACCLESFIELD****HYDES OF MACCLESFIELD**

DISTRIBUTORS FOR MACCLESFIELD  
CONGLETON & DISTRICT

Telephones: 2457 and 4537

**MACHYNLLETH****H. G. Jones & Sons**

Station Garage

Mont.

TELEPHONE 8

SALES *Austin* SERVICE  
REPAIRS & ACCESSORIES A SPECIALITY

**MAIDSTONE****ANSTEY'S**

LIMITED

MAIN DEALERS and COMMERCIAL DISTRIBUTORS

**AUSTIN**

SALES AND SERVICE

Telephone: 4272 3 lines

**MALVERN****WOODYATTS  
BELLE VUE TERRACE**

OFFER

**The New Austin A40 Somerset  
for Your Inspection**

Phone: MALVERN 390

WORLD-WIDE  
AND HANDSOME

AUSTIN



**MANCHESTER**

**Lookers Limited**

THE MANCHESTER

**AUSTIN DISTRIBUTORS**

Head Office & Showrooms:  
535 HARDMAN ST., MANCHESTER, 3. BLA 3606-9

Service Station:  
CHESTER RD., STRETFORD. LON 3441-4

**MANCHESTER**

**CULVER'S CAR MART**  
OF MANCHESTER

AUTHORISED

**AUSTIN**

DEALERS AT YOUR SERVICE

TELEPHONE: RUSHOLME 1789  
227 MOSELEY RD., FALLOWFIELD

**MARKET DRAYTON**

*The*  
**Jones Motor House**

Market Drayton

Telephone: 3181

•  
SALES • SERVICE • SPARES

**MANSFIELD**

AND NORTH NOTTS

**Lucas of Mansfield Ltd.**

EXCLUSIVELY AUSTIN

**NOTTINGHAM ROAD**

Telephone 1366

**MAYFIELD**

SUSSEX

**Sivyer Bros.**  
CENTRAL GARAGE, HIGH STREET

Phone 86

*Austin*

SALES, SERVICE & SPARES

**AUSTIN**WORLD-WIDE  
AND HANDSOME**MIDSOMER NORTON**

(Nr. BATH)

**THE MIDSOMER NORTON  
MOTOR CO. LTD.**

SALES

**AUSTIN**

SERVICE

Phone Midsomer Norton 20 or 347

**MINEHEAD**COME AND INSPECT THE  
NEW A40 SOMERSET

AT

**BRADBEER'S GARAGE  
FRIDAY STREET**

Phone 101

AUSTIN SALES &amp; SERVICE

**MOTHERWELL**

Main Austin Dealers

**TAGGARTS (MOTHERWELL) LTD.**

Automobile Specialists

**KNOWETOP GARAGE**

Tel. 1303/5

ALSO AT 556 POLLOKSHAWS ROAD, GLASGOW, S.I.

**NEWARK****PRATT & GELSTHORPE LTD**

NEWARK 187

SALES &amp; SERVICE

**NEWBURY****MARTIN and CHILLINGWORTH  
LIMITED**AUTOMOBILE ENGINEERS  
THE DEALERS FOR THIS AREA

Telephones: 678 and 679

**NEWBURY****WHEELER (Newbury) LTD.**

Telephones: 1020-1

**SALES & SERVICE****NEWCASTLE UPON TYNE****MURRAY & CHARLETON**

COLLEGE AVENUE

NORTHERN DISTRIBUTORS

SEE THE NEW SOMERSET  
IN OUR SHOWROOMSALSO AT  
Marion Road, Middlesbrough, Yorks**NEWQUAY****HAWKEY & BOWDEN**

WHITEGATE GARAGE

Phone: 2967

**SALES & SERVICE**

WORLD-WIDE  
AND HANDSOME

AUSTIN



**NEWRY**  
NORTHERN IRELAND

**ROWLAND & HARRIS  
LIMITED**

AUTOMOBILE ENGINEERS

**RAILWAY AVENUE**

Telephone 90

SALES AUSTIN SERVICE

**NEWTON-LE-WILLOWS**

**A & B MOTORS**  
(NEWTON-LE-WILLOWS)  
LTD

MILL LANE

Telephone : Newton-Le-Willows 3301/2

**NEWTON-LE-WILLOWS**

YOU CAN DEPEND ON

**LANCASHIRE  
CAR DISTRIBUTORS LTD.**

Phone 3212/3  
for

*Austin*

**NEWTOWNSTEWART**  
CO. TYRONE

**CENTRAL MOTOR WORKS**  
MILL STREET

SALES & SERVICE

CARS & COMMERCIAL VEHICLES

Telephone 214

**NORTH BERWICK**

AUSTIN SALES & SERVICE

**GEORGE FOWLER & SONS**

MAIN DEALERS IN EAST LOTHIAN

**EAST END GARAGE**

PHONE: 4

**NORWICH**

**MANN EGERTON**  
& CO LTD

**AUSTIN DISTRIBUTORS**

are now exhibiting

The New "A40" SOMERSET

in their showrooms at

**NORWICH** 5 Prince of Wales Rd.

**King's Lynn** 145 Norfolk Street

**Lowestoft** 95-99 London Rd. South

**Bury St. Edmunds** Fornham Rd.

and **IPSWICH** (BOTWOODS LTD.)

Major's Corner

★ You may place your order at any of these depots.

**NOTTINGHAM**

**BENNETTS of NOTTINGHAM**

FOR

**AUSTINS of ENGLAND**

**BENNETTS (NOTTINGHAM) LIMITED**

24-30 SHAKESPEARE STREET

Tel.:  
4407417

Grams.:  
"Autocar, Nottingham"

**AUSTIN****WORLD-WIDE  
AND HANDSOME****NOTTINGHAM***Austin of England*

For MOTOR CARS

**FORBES of NOTTINGHAM**For *Austin*SALES  
SERVICE  
SPARES
**T FORBES**  
(NOTTINGHAM LTD.)  
 CASTLE BOULEVARD
Telephone :  
Notm. 44511/2**NOTTINGHAM**

Inspect the New  
**"SOMERSET"**  
 at the Showrooms of

**A. R. ATKEY & Co. Ltd.**LOWER PARLIAMENT ST.  
NOTTINGHAM

Phone 43002

**AUSTIN**

SALES - SERVICE - SPARES

**NOTTINGHAM****H. H. Newsome & Co.**

Ltd.

PATTERSON RD. — HYSON GREEN



SALES AND SERVICE

Established 1916

Phone: NOTM. 75645

**NOTTINGHAM****WARDS GARAGE**

(DAYBROOK) LTD.

835 MANSFIELD ROAD,

NOTTS. Phone: Arnold 68144

SALES

AND

SERVICE

*Austin*
**NUNEATON****ABBEY  
SERVICE  
GARAGE**
*Austin*

CHURCH STREET &amp; MIDLAND ROAD

Phone : 2969

Phone : 2219

**OLD COLWYN****MEREDITH & KIRKHAM LTD.**

Phone : SALES 5224. SERVICE 5292

Latest A40 "SOMERSET"  
can be seen in our Showroom**100% MAIN AUSTIN DEALERS  
CARS & COMMERCIALS**Largest Stock of Austin Spares  
in North Wales**OLD HILL**
*Austin*

SALES SERVICE

**OLD HILL MOTORS LTD.**

AUTOMOBILE ENGINEERS &amp; AGENTS

OLD HILL, STAFFS.

Telephone:

Cradley 6247/8

WORLD-WIDE  
AND HANDSOME

AUSTIN



**OTLEY**

**KING BROS (OTLEY) LTD.**  
**CROSS GREEN**



MAIN DEALERS

A40 "SOMERSET" NOW ON VIEW  
TRIAL RUNS BY APPOINTMENT

**PERTH**

**VALENTINES MOTORS LIMITED**

MAIN DEALERS FOR AUSTIN CARS  
**CITY HALL SQUARE, PERTH**

Telephone 1020

**PAISLEY**

*Austin Main Dealers*

**HAMILTON (PAISLEY) LTD.**

MARSHALL'S LANE  
AND BRIDGE STREET

AUSTIN SPARES AND REPLACEMENT UNITS

Telephone  
Paisley 2232 (4 lines)

**PINNER**

**GREENHILL MOTOR CO. LTD.**

AUSTIN RETAIL DEALERS

**THE NEW "A40 SOMERSET"**

can be inspected at

**MARSH ROAD, PINNER, MIDDLESEX**

Telephone PINNER 601

**PEEBLES**

**RAMSAY (PEEBLES) LTD.,**  
**AUSTIN HOUSE, PEEBLES**

MAIN DEALERS FOR



First-class Service is our  
Constant Aim.

Grams :  
"MORCARS"

Phone :  
PEEBLES 1384

**PIRBRIGHT**

**CLARKE'S OF PIRBRIGHT**

**PIRBRIGHT, SURREY**

Brookwood 2201/2

**SEE THE NEW AUSTIN IN OUR SHOWROOMS**

24-hour DAY and NIGHT SERVICE

**PEMBROKE**

AGENTS FOR



CARS AND

COMMERCIAL VEHICLES

Sales & Service

**W · L SELCOX & SON**

PEMBROKE DOCK

**PLYMOUTH**

**P. PIKE & Co., LTD.**

FOR

**AUSTIN**

**SERVICE & SALES**

**46, UNION STREET**

Phone - STONEHOUSE, PLYMOUTH 3108

**AUSTIN****WORLD-WIDE  
AND HANDSOME****PLYMOUTH  
& EAST CORNWALL**

*Austin*  
DISTRIBUTORS

**A. C.  
TURNER  
LIMITED****AUSTIN HOUSE, PLYMOUTH**Telephone  
2341**PORTRIDGE****EDWIN MAY****MOTOR, ELECTRICAL & AGRICULTURAL  
ENGINEERS****ORDER YOUR NEW A40  
SOMERSET**Telephone  
334**NOW****AUSTIN  
AGENTS****PORSLADE  
BRIGHTON**

**VINE & LEE Ltd**  
Automobile Engineers  
 PORSLADE, SUSSEX

*Austin*  
**SERVICE - SALES**  
 HOVE 48661-2

**POTTERS BAR****Burgoyne & Sons Ltd.****48, High Street**

Telephone 2081

**SALES****SERVICE****PRESTON**

LOOK AFTER THE CAR THAT YOU HAVE



One of the first Motor Agents in the North—founded in 1890. The Merigolds' three months' guarantee of all work—commercial or private—is still first consideration in 1952.

**MERIGOLDS LIMITED***Official Agents Austin Repairs and Spares Service***AVENHAM ST. WORKS Tel. 3216/9****PRESTON**

IF IT'S *Austin* IT'S  
FOR *Austin* IT'S

**DUNDERDALE & YATES  
LTD.**

AREA MAIN DEALERS

**AUSTIN HOUSE, FISHERGATE**

Tele.: 3076 3077.

**PWLLHELI****ROBERT J. JONES & SONS**

AUTOMOBILE ENGINEERS

**THE RED GARAGE****THE NEW AUSTIN A40  
SOMERSET NOW ON VIEW**

'Phone 76

Grams: "Bob John Garage"

WORLD-WIDE  
AND HANDSOME

AUSTIN



**READING**



**READING  
AUTOMOBILES**

(WEYBRIDGE) LIMITED

Invite you to see

**THE NEW SOMERSET**

AT

**CAVERSHAM ROAD**

'Phone: Reading 3021

**AUSTIN MAIN DEALERS**

**REDDITCH**

**T. & M. Dixon Ltd.**

HEWELL ROAD GARAGE

Main Dealers for *Austin*  
Cars and Commercial Vehicles

TELEPHONE: REDDITCH 3 & 4

**REDHILL**

SURREY

For



CARS & COMMERCIAL  
SERVICE & SPARES

**JOHN CHALMERS & SONS LTD.**

Phone 3931

**REDRUTH  
&  
DISTRICT**

*Austin*  
**BERRYMAN'S MOTORS LTD.**

Phone 101

**RHYL**

**North Wales**

Austin Cars

Austin Commercial Vehicles

**GROSVENOR MOTOR CO.**

Sales



Service

Phone Rhyl 929

Phone Rhyl 725

**RICKMANSWORTH**

**G. JONES & SON (RICKMANSWORTH) LTD.**



MAIN AGENTS FOR  
RICKMANSWORTH & CHORLEY WOOD  
Phone 3101

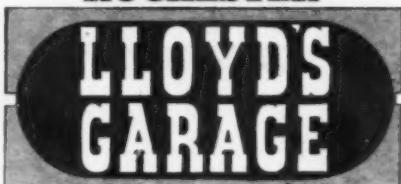
**ROCHDALE**

MAIN DEALERS

**CASTLETON MOTORS LTD**  
**MANCHESTER ROAD, ROCHDALE**

**SALES & SERVICE**

Phone Rochdale 57231/2/3

**AUSTIN**WORLD-WIDE  
AND HANDSOME**ROCHESTER**

85-87-89 HIGH STREET

Telephone: Chatham 2048

SALES AUSTIN SERVICE

**SANDWICH****MARBROOK & KIRBY**  
MARKET HALL & GALLIARD ST.**AUSTIN CARS & TRUCKS**

Telephone: SANDWICH (KENT) 3066

**ROOTHERHAM****J. CLAYTON & SONS**  
THE MOTOR HOUSE, WESTGATE

Telephone: Rotherham 3696

**THE NEW A40 SOMERSET**  
MAY BE SEEN IN OUR SHOWROOMS

AUSTIN CAR &amp; COMMERCIAL

\* DEALERS FOR \*

ROTHERHAM &amp; MEXBOROUGH DISTRICTS

**SEATON****B. TREVETT & CO. LTD.**MOTOR ENGINEERS  
SEATON, DEVON

PHONE: 9.



MAIN DEALERS

Established over 40 years

**ROYSTON**
*Austin of England*
**LOGSDON'S GARAGE LTD**

MELBOURN STREET

Phone: Royston 2281/2

**SELBY****FRANK E. SANDERSON**

AUTOMOBILE ENGINEER

**JAMES STREET**

Telephone: 60

*Austin* AGENTS
**SALISBURY**
*W. Goddard & Co Ltd*
MAIN AUSTIN AGENTS  
AND DISTRIBUTORS

41-45, WINCHESTER STREET, SALISBURY

SEE THE NEW A40 IN OUR  
SHOWROOM

Telephone 2292-3

AUSTIN PARTS WHOLESALERS

**SHOREHAM**

You may view the

New *Austin A40 Somerset*  
at**HOLLOWAYS LTD**

SHOREHAM-BY-SEA

From February 5th

Telephone: Shoreham 2253

SALES

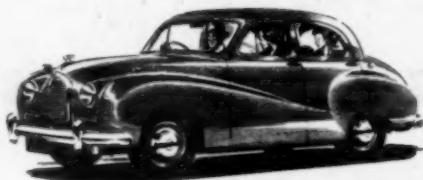
SERVICE

WORLD-WIDE  
AND HANDSOME

AUSTIN



**SHEFFIELD**



The New A40 Somerset

Now on view in our Showrooms

**FREEMAN OAKES & CO.  
LTD.**

**Fitzwilliam Street, Sheffield**  
Telephone 24241

MAIN DEALERS FOR AUSTIN CARS

**SIDMOUTH**

SEE THE NEW  
"SOMERSET"  
AT

**THE WOOLBROOK GARAGE**

SALES *Austin* SERVICE  
Telephone 131

**SLEAFORD**



**W. P. MAIDENS**

Southgate

SLEAFORD · LINCS

Phone : Sleaford  
135

**SMETHWICK**

*E. E. Brown & Co.*

(SMETHWICK) LTD

proudly presents

*Austin A40 Somerset*

SALES & SERVICE — ST. PAUL'S ROAD, SMETHWICK

**SOUTHALL**

**The Somerset's  
in Middlesex  
at**



SOUTH ROAD, SOUTHALL, Middx.

**SOUTHAMPTON  
AUTO TRADING Co. Ltd.**

**24-30 SHIRLEY ROAD**

Phone 74066-7

INVITE YOU TO INSPECT  
THE NEW SOMERSET

**AUSTIN SALES & SERVICE**

**SOUTHAMPTON**

**FAIRWAY MOTORS LTD.**

**151/159 BITTERNE ROAD**

Est. 1918. Telephone Southampton 54066/7

**AUSTIN****WORLD-WIDE  
AND HANDSOME****SOUTHEND-ON-SEA****SOUTHEND MOTOR & AERO  
CO. LTD.****MAIN AUSTIN AGENTS AND  
DISTRIBUTORS****AUSTIN SERVICE AND LARGE  
STOCK OF SPARES**Showrooms  
SOUTHEND 45222-3Works  
SOUTHEND 3301-3**SOUTH MOLTON****MOOR'S GARAGE****(SOUTH MOLTON) LTD.***Established 1815—Telephone 12 or 120**Austin***SALES & SERVICE****SOUTH MOLTON—NORTH DEVON****SOUTHPORT****SEE THE NEW AUSTIN****A 40****SOMERSET SALOON****AT****HATTONS**MOTOR VEHICLE  
DISTRIBUTORS**665-671 LORD STREET  
SOUTHPORT**

Tel. 2268 (5 lines)

**AUSTIN AGENTS FOR 29 YEARS****SOUTH SHIELDS****AUSTIN A40  
NEW SOMERSET MODEL  
ON VIEW AT****G. & B. GARAGES****AUSTIN AGENTS****SUNDERLAND ROAD**

Telephone 1037

**SPALDING  
LINCS.****H. LEVERTON & CO. LTD.  
BROAD STREET****Main Dealers for  
South-east Lincolnshire****SPILSBY****LESLIE S. DODDS (1936) LTD.**

OLD TOWN HALL, SPILSBY, LINCS.

*Austin***MAIN AGENTS FOR  
BOSTON & SPILSBY  
DISTRICTS**Phone :  
SPILSBY  
3145/6**STAINES****SEE AND TRY IT AT  
DOBSONS LTD.****STAINES BRIDGE.****AUSTIN AGENTS FOR A  
QUARTER OF A CENTURY**

Phone

Staines 801

WORLD-WIDE  
AND HANDSOME

AUSTIN



**STAMFORD**  
LINCS.

**JOHN FANCOURT**  
**100% AUSTIN**

**S**EE THE  
**S**OMERSET IN  
**S**TAMFORD LINCS.

**STOCKPORT**

THE  
**STOCKPORT MOTOR HOUSE**  
BUXTON ROAD Phone STO 4244.5 (2 lines) LTD.

100% *Austin* 100%

SALES SERVICE SPARES

**STOCKSBIDGE**

SHEFFIELD

**STOCKSBIDGE MOTOR COMPANY**

*For your Austin*

Telephone 2137 Stocksbridge

BRANCH at DEEPCAR

**STORNOWAY**

**MACIVER'S GARAGE**

BAYHEAD STREET

The *Austin* agents for  
the Western Isles.

PHONE 46

**STOURBRIDGE**

SPECIALISED

**AUSTIN**  
SERVICE



IN THE MIDLANDS

**THE STOUR VALLEY MOTOR  
CO LTD**

HAGLEY ROAD, STOURBRIDGE  
WORCS. 'PHONE: 5131

**STRANRAER**

Main Austin Dealers

**JAMES McHARRIE**

(STRANRAER) LTD.

COUNTY GARAGE, STRANRAER

Tel. Stranraer 300-1

[Associate Company]

**JAMES McHARRIE**

(NEWTON STEWART) LTD.

100 QUEEN STREET, NEWTON STEWART

Tel. Newton Stewart 38

**STRATFORD-ON-AVON**



**BOLLANDS GARAGE**  
GUILDFORD & HENLEY STREET

Telephone 2274

**AUSTIN**WORLD-WIDE  
AND HANDSOME**STREATHAM**

See the new  
AUSTIN A40 "SOMERSET"  
in our showroom

**BERTRAM COWEN LTD.**

Hermitage Lane, S.W.16.

POL. 2100

**SUNDERLAND****BINNS**for *Austin*

SEE THE NEW  
Somerset  
AT OUR SHOWROOMS

Tel.  
57651UNION STREET  
SUNDERLANDGrams.  
Binns Motors**SUTTON COLDFIELD**

OFFICIAL AGENTS

FOR *Austin* CARS**THE CENTRAL GARAGE****FOUR OAKS LTD****MERE GREEN**

Telephone Four Oaks 373

**SWANSEA****TOM & T. S. DAVIES**  
(GARAGES) LTD*Austin***SKETTY GARAGE, SKETTY**

Tel.: SWANSEA 88030

**TANKERTON****GEORGE FITT MOTORS LTD.****TANKERTON GARAGE, KENT**

Phone : Whitstable 2244

**Sales — AUSTIN — Service**

BRANCHES : HERNE BAY, CHESTFIELD

**TAUNTON****The Taunton Motor Co. Ltd.****54/55, EAST STREET****AUSTIN MAIN DEALERS FOR****THE NEW SOMERSET SALOON****AND ALL AUSTIN MODELS****TEDDINGTON**

(Middx)



Phone :  
KINGSTON  
1193  
(2 lines)

**TEDDINGTON  
ENGINEERING  
CO., LTD.**

29-31 HIGH ST. TEDDINGTON

**TIPTON**

**THE NEW A40 SOMERSET**  
**ON VIEW AND FOR DEMONSTRATION**  
**AT OUR SHOWROOMS**

**A. NAYLOR Ltd.**  
**CROWN GARAGE, OCKER HILL**

Phone Wednesbury 0064

WORLD-WIDE  
AND HANDSOME

AUSTIN



**TIVERTON**

Tel. 2268/9

DEVON

Est. 1900

**Tiverton Motor Company**

100% MAIN

*Austin* DEALERS

Service after Sales

**TUNBRIDGE WELLS**

**TUNBRIDGES of**

TUNBRIDGE WELLS

VALE ROAD

Telephone: Tunbridge Wells 3416/7

**AUSTIN Main Dealers**

**TONBRIDGE**

**TONBRIDGE MOTOR SERVICE LTD.**

AUTOMOBILE & ELECTRICAL ENGINEERS

**SPEEDWAY HOUSE**

Telephone Night and Day 3288

*Austin* DEALERS

**TRURO**

The NEW

**A40 SOMERSET**

now on show

at

**H.T.P. MOTORS**

TRURO

Phone 2581

**TORQUAY**

Possesses an Organisation offering all that is best in Service to **AUSTIN** Owners and Prospective Owners.

**CHARLES MOXHAM & Co. LTD.**

50-52 Torwood St., Telephone 4321-2

DISTRIBUTING DEALERS FOR 32 YEARS.

**TOTNES**

DEVON

**HARRISONS GARAGE**

(TOTNES) LTD.

THE PLAINS

AUTOMOBILE ENGINEERS, BODY BUILDERS AND CELLULOSERS

Phone: 2247

**AUSTIN SALES AND SERVICE**

**WAKEFIELD**

THE NEW A40 SOMERSET

is available for inspection at

**WESTGATE MOTORS**

(Wakefield) LIMITED

AUSTIN HOUSE, WAKEFIELD

Phone 4222 (4 lines)

**WALLINGTON**

SEE THE NEW AUSTIN A40 "SOMERSET" IN OUR SHOWROOM

**KIRKWAY LTD.**

WALLINGTON, SURREY

Phone WALL 2000/1

**AUSTIN**WORLD-WIDE  
AND HANDSOME**WARRINGTON****Ernest Garland & Son, Ltd.**THE MOTOR HOUSE  
BRIDGE FOOT

Telephone: Warrington 1516/7

**WEALDSTONE****G. & C. MOTOR GARAGES LTD**

SEE THE NEW

SOMERSET

And a stock of Austin Spares  
and Replacement Engines at-

CANNING ROAD, WEALDSTONE

Telephone: Harrow 3432

**WELLS**

SEE THE NEW SOMERSET

IN SOMERSET AT

**GUNNING'S GARAGES Ltd.**

PRIORY ROAD

Tel. No. Wells 3262

**WELSHPOOL****J. HAROLD THOMAS LTD.**

WELSHPOOL MOTOR GARAGES

**AUSTIN**SALES &  
SPARES★ CARS • VANS • COMMERCIALS  
★ REPAIRS BY SKILLED MECHANICS

BERRIEW STREET &amp; CHURCH STREET

TELEGRAMS THOMAS, GARAGES

TELEPHONE: 12

**WEMBLEY**IS WEMBLEY IN  
SOMERSET? NO!BUT THE NEW "SOMERSET"  
IS IN WEMBLEY!  
HERE IN OUR SHOWROOM NOW**CAMPBELL, SYMONDS & CO LTD**  
EMPIRE GARAGES

THE LARGEST REPAIR WORKS IN THE SUBURBS

**WEMBLEY PARK DRIVE**

PHONES WEMBLEY 6262 (6 lines)

**AUSTIN**—you can  
depend on it!**YOU CAN**always  
depend on US!FROM A SIMPLE GREASE TO A MAJOR OVERHAUL  
BRING YOUR CAR OR COMMERCIAL VEHICLE TO US**WEMBLEY'S LEADING MOTOR AGENTS****WEMBLEY**

It's HERE!—In WEMBLEY!

The New **AUSTIN** •  
**"SOMERSET"**

available for your inspection in our Showrooms

**WEMBLEY COURT MOTORS**  
"The AUSTIN & JAGUAR PEOPLE"**HIGH ROAD**

Phone: ARNold 5221/2

AUSTIN SALES AND SERVICE

**WEMBLEY**YOU CAN SEE THE  
NEW SOMERSET AT**JAMES GREEN MOTORS**28-30 WATFORD ROAD  
SUDSBURY

Telephone Arnold 4587

AUSTIN AGENTS FOR 16 YEARS

WORLD - WIDE  
AND HANDSOME

AUSTIN

**WEST BROMWICH**

SEE  
THE NEW  
**AUSTIN A40**  
Somerset Saloon

at  
**COLMORE DEPOT LTD**  
Roebuck Lane : West Bromwich  
Telephone 1116

**WEST HARTLEPOOL**

**LEEMING GARAGES LTD.**

MAIN AUSTIN DEALERS

SEE THE NEW  
**AUSTIN A40 SOMERSET MODEL**  
AT OUR HART LANE SHOWROOMS  
TEL. 3264

**WEST BROMWICH**

**DARTMOUTH GARAGE**

HIGH STREET

Phone : West Bromwich 1101

COME & SEE THE NEW 'SOMERSET'  
AUSTIN COMMERCIAL DISTRIBUTORS,  
DIRECT RETAIL CAR DEALERS for  
AUSTIN SERVICE, SPARES & SALES

**WEST BROMWICH**

**Geo. H. KENDRICK Ltd.**  
20 CARTERS GREEN

For service as  
dependable as *Austin*

Phone WES 0778/9 (2 lines)

See the NEW SOMERSET AT OUR SHOWROOMS  
where orders may now be placed

**WEYBRIDGE**

-SEE THE NEW SOMERSET-  
AT

**Weybridge  
Automobiles  
Ltd.**

QUEEN'S ROAD

Phone WEYBRIDGE 233 (4 lines)

*Austin*

MAIN DEALERS  
FOR 35 YEARS

**WEST BYFLEET**

SURREY

FOR  
**AUSTIN SALES and SERVICE**  
**HOWARD'S GARAGE**

29 YEARS AUSTIN DEALER

Phone : Byfleet 89

**WHITCHURCH**  
**E. G. HEATLEY**

AGENT FOR

*Austin*

**SMITHFIELD GARAGE**  
Brownlow St., Whitchurch, Shropshire  
Phone: WHITCHURCH 184

**AUSTIN**WORLD-WIDE  
AND HANDSOME**WIGAN**

SEE THE NEW

**AUSTIN**  
**A40 SOMERSET**

AT

**TIMBERLAKES**  
OF WIGAN

Showrooms: Library St. Phone: 3451

**WOKING**SEE THE  
NEW

**SOMERSET**

AT

**INKERMAN MOTOR CO.**  
HERMITAGE ROAD  
ST. JOHN'S

Telephone: Woking 1103

**WOODFORD**WELLS of  
WOODFORD  
for  
*Austin*W. J. WELLS LTD.  
AUSTIN HOUSE  
WOODFORD GREEN  
ESSEX

BUCKHURST . . . . . 0013/4

**WORKINGTON**

TELEPHONE 113

AUSTIN AGENT

**J. R. GRAHAM**

Motor &amp; General Engineers

CENTRAL GARAGE, CENTRAL SQUARE

THE NEW AUSTIN A40 SOMERSET  
MODEL NOW ON SHOW

CASTROL LUBREQUIPMENT SERVICE STATION

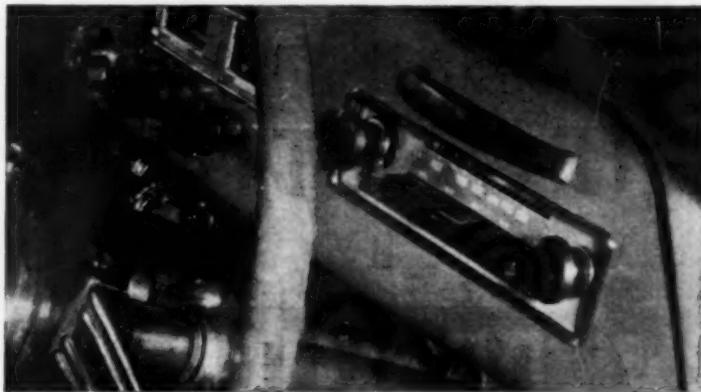
**YORK**  
**Castle Garage**  
(York) Ltd.

1, Tower Street, York

PHONE: 2800 and 53868

**AUSTIN**  
MAIN DEALERS AND  
COMMERCIAL VEHICLE DISTRIBUTORS

## THE CAR RADIO FOR THE AUSTIN SOMERSET



Not only is "H.M.V." Car Radio exclusively fitted and recommended for the fine new Austin 'Somerset'; every Austin 'Somerset' leaves the factory with space and fixing points all ready for its installation by Smiths Radiomobile Accredited Dealers. Or you can order your 'Somerset' for delivery with "H.M.V." Car Radio factory-fitted. Either way it is an integral part of the car—and an integral part of your pleasure in driving it.

### "HIS MASTER'S VOICE" CAR RADIO

MARKETED BY

**SMITHS RADIOMOBILE**

BRITAIN'S AUTOMOBILE RADIO SPECIALISTS

S. SMITH & SONS (RADIOMOBILE) LIMITED, 179-185 GREAT PORTLAND STREET, LONDON, W.I.

*Austin*  
AGAIN USE  
**DIECASTINGS**  
BY



A SUBSIDIARY OF BARTON & SONS, LTD.

Specialists in  
SAND AND GRAVITY  
DIECASTINGS  
FOR 30 YEARS

ON WAR OFFICE,  
ADMIRALTY AND  
OTHER GOVERNMENT  
LISTS.  
PART I. A.I.D. APPROVED

**AMINGTON ROAD, HAY MILLS,  
BIRMINGHAM 25**

Telephone:  
ACOCKS GREEN 1158-9

Telegrams:  
ACOCKS GREEN 1158-9



**DROP FORGINGS  
CLYDESDALE  
STAMPING CO., LTD.**

"A SOUND FOUNDATION IS THE  
ESSENCE OF GOOD BUILDING"

---

**ATLAS WORKS, NETHERTON, DUDLEY, WORCS.**

**DUDLEY 2587**

---

**A SUBSIDIARY OF BARTON & SONS, LTD.**

Cooled by **COVRAD**

IN COMMON WITH ALL AUSTIN CARS



THE NEW  
**AUSTIN**  
"Somerset"



COVENTRY RADIATOR & PRESSWORK CO. LTD.

HEAD OFFICE:

TELEPHONE COVENTRY 2044 (7 LINES)

CANLEY WORKS  
COVENTRY

TELEGRAMS: "COVRADCO COVENTRY"

**AF**  
*the new*

**AUSTIN A.40 Somerset**  
*on the road to success  
fits....*

**GIRLING**  
*Hydraulic Brakes*

*as a matter of course*

**GIRLING**

THE BEST BRAKES IN THE WORLD



—**ARE WAY OUT AHEAD**—→

GIRLING LTD  
KINGS ROAD • TYSELEY  
BIRMINGHAM II

use

*Diecastings as strong as steel*

The  
*Austin*

A 40  
SOMERSET

*Does*

ALUMINIUM BRONZE CO., LTD.

Wallows Lane · Walsall · Staffs.

Telephone WALSALL 2108 (3 lines)  
Telegrams "ABCO · WALSALL"

AUSTIN...



THE AUSTIN A40 SOMERSET

... you can depend on it—

fit **TERRY'S**

aero quality valve springs

for **DEPENDABILITY**



HERBERT TERRY & SONS LIMITED • REDDITCH • ENGLAND

THE DEPENDABILITY OF

*Austin*

PRODUCTS IS ENHANCED BY

THE DISCRIMINATE USE OF

**MEEHANITE**

CASTINGS MADE BY

**ASHMORE, BENSON, PEASE & CO**

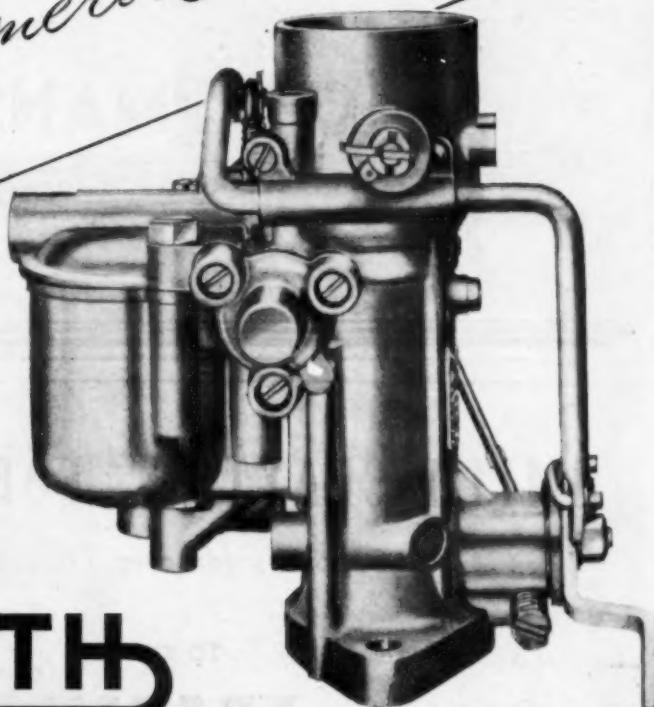
PARKFIELD WORKS

STOCKTON-ON-TEES



# AUSTIN A40

*Somerset Saloon*



FITTED  
WITH THE  
**ZENITH**  
CARBURETTER

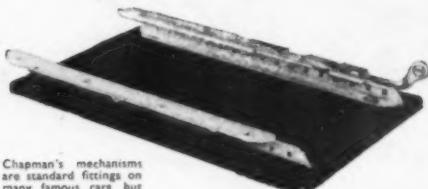
for MORE Power from LESS Petrol

For smooth performance at all speeds, the new Austin is fitted with the Zenith VIG Carburetter which, with its diaphragm economy device and pump, ensures minimum petrol consumption and rapid acceleration.

**ZENITH**  
THE HEART OF A  
GOOD ENGINE

THE ZENITH CARBURETTER CO., LTD., HONEYPOD LANE, STANMORE, MIDDLESEX

## Selected for the 'SOMERSET' SEATS



Chapman's mechanisms are standard fittings on many famous cars, but separate sets can be obtained from Motor Factors and Traders.

Another fine model to the famous Austin range. Austins have decided to continue the "Leveroll" Mk.5, a patented mechanism which has given such good service. It allows the seat to be easily eased forward or backward to suit the occupant's preference and locks in the desired position.

## CHAPMANS



HEADQUARTERS FOR ADJUSTABLE SEATING

A. W. CHAPMAN LTD. • RANELAGH GARDENS • PULHAM • LONDON, S.W.6  
TELEPHONE: RENOWN 1372 TELEGRAMS: LEVEROLL, WESPHONE, LONDON

## SMITH-CLAYTON FORGE LTD

*Suppliers for over 20 years*

TO THE

**AUSTIN**  
MOTOR CO. LTD

OF CRANKSHAFTS AND OTHER MAJOR COMPONENTS

**TOWER WORKS** • **LINCOLN**

Tecalemit

SALLITES THE NEW

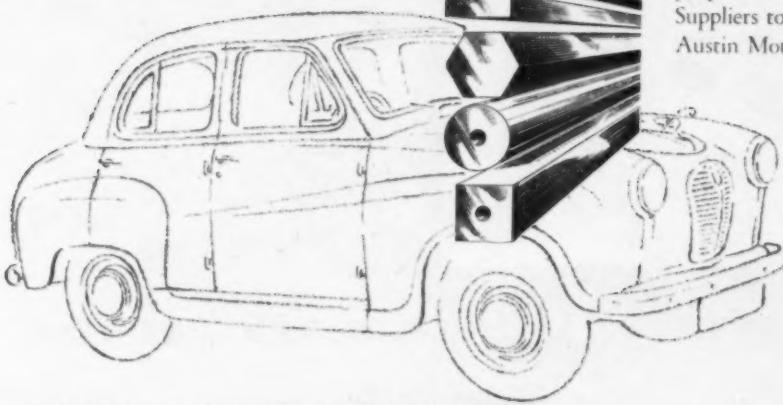
## AUSTIN A40 SOMERSET SALOON

Co-operating with Austin in the lubrication equipment of the new A40 Somerset saloon has given us a great deal of pleasure. This outstanding car with its elegant lines and many new features, will bring even more renown to the name of Austin.

We are proud to add the A40 Somerset to the range of fine British cars that have Tecalemit lubrication as standard equipment.



**Dunelt STEELS**



Manufacturers of  
specially selected  
ALLOY AND SPECIAL  
CARBON STEELS  
for Automobile and other  
purposes.  
Suppliers to the  
Austin Motor Co. Ltd

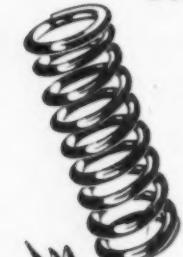
**DUNFORD & ELLIOTT (SHEFFIELD) LIMITED.**

Head Office: Attercliffe Wharf Works, Sheffield, 9.  
Telephone: 41121 (5 lines). Telegrams: "Blooms, Sheffield 9." Also at London and Birmingham.

# CARY QUALITY SPRINGS

FOR THE NEW AUSTIN A 40 - SOMERSET

- ★ LAMINATED SPRINGS
- ★ COIL SPRINGS
- ★ STABILIZERS



SPRING MAKERS SINCE 1848

**WILLIAM E. CARY LTD**

**RED BANK, MANCHESTER 4**

Telephone: BLAckfriars 5691/6

Telegrams: "Carybank" Manchester

ALSO AT SALFORD, GLASGOW, LONDON, & COVENTRY



# ARMSTRONG SHOCK ABSORBERS

Are standard on the **NEW**

*Austin*

**A·40**

**SOMERSET**

**ARMSTRONG'S PATENTS CO. LTD.**  
BEVERLEY YORKS

# VOWLES ALUMINIUM FOUNDRY CO.

LTD.

Manufacturers of

## DIE CASTINGS IN ALUMINIUM & ALUMINIUM BRONZE

for the new

## AUSTIN A40

### BANK ST., WEST BROMWICH, STAFFORDSHIRE

Tel.: STONECROSS 2168 &amp; 2315

'Grams: VOWAL

**BRIGHT STEEL BARS  
AND  
BRIGHT STEEL STRIP**

**IN A WIDE RANGE OF SIZES & QUALITIES**

**W. WESSON & CO., LTD.**

**VICTORIA STEELWORKS  
MOXLEY, NR. WEDNESBURY**

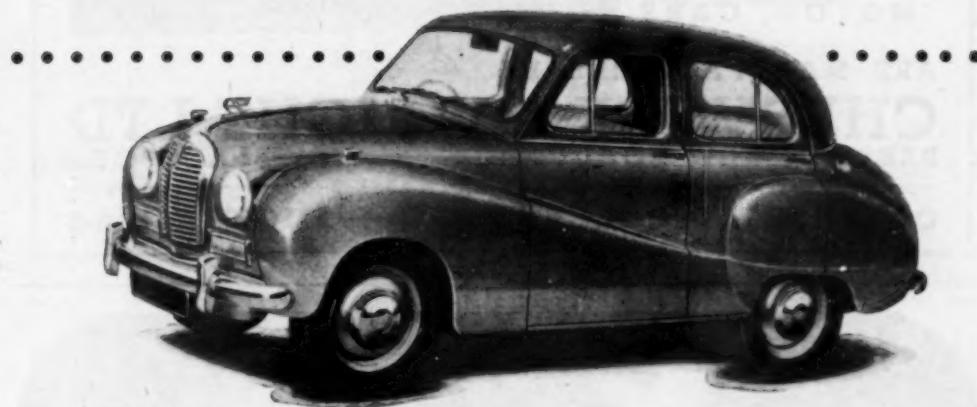
TELEPHONE: WEDNESBURY 0251-2-3

TELEGRAMS: 'IRON' WEDNESBURY

# WELLWORTHY

PISTONS & RINGS

were chosen for the new A40 Somerset



WELLWORTHY PISTONS & RINGS

are fitted as standard equipment in

EVERY AUSTIN CAR

*"The Choice of the Expert"*

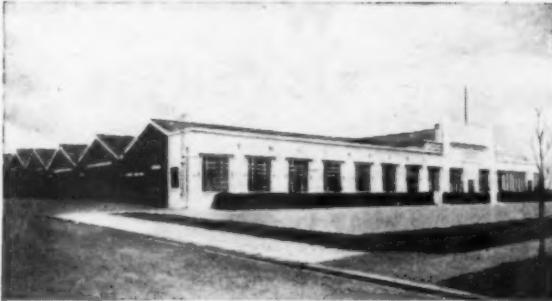


WELLWORTHY PISTON RINGS LTD · LYMINGTON · HANTS

# EXHAUST SILENCERS

FOR THE AUSTIN MOTOR CO LTD

AS FOR ALL  
DISCRIMINATING  
MANUFACTURERS  
OF GOOD  
MOTOR CARS



ARE MANUFACTURED BY

**CHESWICK & WRIGHT LTD**  
PRESTON NEW ROAD — BLACKPOOL

PHONE: MARTON 660-1-2-3

COVENTRY: 9 QUEENS ROAD — PHONE: 5038-9

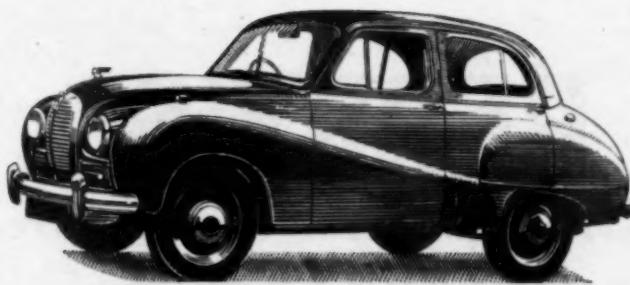


**supply**

**light alloy castings for AUSTIN  
cars and make the gear box and  
differential castings for the new**

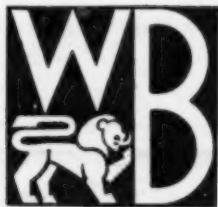
**SOMERSET**

PERRY BARR METAL COMPANY LTD · OSCOTT WORKS · GREAT BARR · BIRMINGHAM 22a · TEL: GT. BARR 1794-5-6



**The new AUSTIN A40 'SOMERSET'**

incorporates



- |                           |                               |
|---------------------------|-------------------------------|
| Bumpers & Over-riders     | Steering Wheel                |
| Door Locks & Strikers     | Inside & Outside Door Handles |
| Window Winders & Channels | Window Winder Handles         |
| Handle Escutcheons        | Trunk Lock & Handle           |
| Radiator & Side Grilles   | Bonnet Lock with Flying 'A'   |
| Ignition Lock             | Roof Lamp                     |
| Ash Trays                 | Sun Visors                    |
| Petrol Filler Cap         | Nameplates                    |
| Trunk Lid Hinge           | Door Checks                   |

## WILMOT BREEDEN LIMITED

**Britain's Leading Manufacturers of Motor Vehicle Components and Accessories**

BIRMINGHAM · LONDON · BRISTOL · MANCHESTER · GLASGOW

**FOR THE NEW AUSTIN A.40**

# BERRY'S

**WERE AN OBVIOUS CHOICE FOR THE LAMINATED REAR**

# SPRINGS

**RICHARD BERRY & SON**

**Vehicle Suspension Specialists**

HAFKING ROAD • SHETHWICK • STAFFS

ONE OF THE BRICKHOUSE COMPANIES

# THOMAS PITTAWAY & SONS Limited

*Manufacturers of:*

**BOLTS and NUTS, RIVETS, FORGINGS**

*Contractors to:*

**H.M. GOVERNMENT, BRITISH RAILWAYS, ETC.**

•

*Telephone: BLACKHEATH 1137*

*Telegrams: PITTAWAY, BLACKHEATH, STAFFS.*

**BLACKHEATH  
NEAR BIRMINGHAM**



**PAINT-en route to LONGBRIDGE**

Pinchin Johnson have supplied paint to  
**Austin MOTOR CO., LTD.** for  
 over 25 years



# Pinchin Johnson & Company

4 CARLTON GARDENS, LONDON, S.W.1

TELEPHONE : TRAfalgar 5600

#### PRINCIPAL P.J. BRANCHES AND STOCK DEPOTS:-

**BELFAST:** Dalton Buildings, Dalton Street, Belfast 58643

**BIRMINGHAM, 1:** King Edward's Place, Broad Street, Midland 1042-3-4

**BRIGHTON, 1:** 26 Elder Place, Brighton 23739

**BRISTOL, 1:** 37 Welsh Back, Bristol 20765

**GLASGOW:** Ocean Chambers, 190 West George Street, Douglas 3281-2

**LEEDS, 11:** 123 Water Lane, Leeds 24377

**LIVERPOOL, 20:** 72 Brewster Street, Liverpool, Bootle 2121

**MANCHESTER, 3:** 22 Bridge Street, Blackfriars 3800

**NEWCASTLE-ON-TYNE, 1:** Pudding Chare Newcastle-on-Tyne 21919

**SOUTHAMPTON:** 41 Lower Canal Walk, Southampton 3646



# AUSTIN A.40 "Somerset"

We are glad to have helped by  
supplying Remote Control Gear Shifts

•

**AUSTER AIRCRAFT LTD**  
REARSBY AERODROME  
LEICESTER

**Suppliers of High Quality precision assemblies to the  
Motor and Aircraft Industries**



**KYFFIN**

patented

**SILENCER**



silence with minimum power loss

Supplied to the  
**AUSTIN MOTOR  
CO LTD** for the

**NEW AUSTIN A.40  
SOMERSET**

and selected for the

**AUSTIN A.30 SEVEN**

Also fitted to other fine cars  
CAR MANUFACTURERS ONLY SUPPLIED

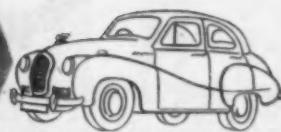
Manufactured by

**FIVE WAYS ENGINEERING CO.**

Head Office :  
Neston, Cheshire. Phone 282

Works :  
Neston & Birkenhead

IF IT'S AN AUSTIN  
CERTAIN COMPONENTS  
ARE SURE TO BE...



## SMETHWICK DROP FORGINGS

Selected for incorporation into the A-40 Somerset because they know that

- the raw stock is heated and forged under controlled conditions
- dimensional accuracy and scale free finish are assured



SMETHWICK DROP FORGINGS LTD • SMETHWICK AND KIDDERMINSTER • ENGLAND

**THE BASIS OF IT ALL!**



With Congratulations to the  
AUSTIN MOTOR CO.  
on still another achievement  
in the "Somerset"

## CHASSIS FRAMES



The PROJECTILE & ENGINEERING COMPANY  
LIMITED

ACRE STREET, BATTERSEA, S.W.8 Telephone : MACaulay 1212

## SILENCED BY BURGESS



Photographed by courtesy of the Austin Motor Company Ltd.

The Austin A 40 "Somerset" (as are most other Austin models) is fitted with a BURGESS Exhaust Silencer

MANUFACTURED BY BURGESS PRODUCTS CO. LTD., (SILENCER DIVISION)

HINCKLEY

LEICESTERSHIRE

# JESSOP-SAVILLE

SPECIAL STEELS CONTRIBUTE TO  
THE PERFECTION OF THE AUSTIN

VALVE STEELS  
H18 & H29

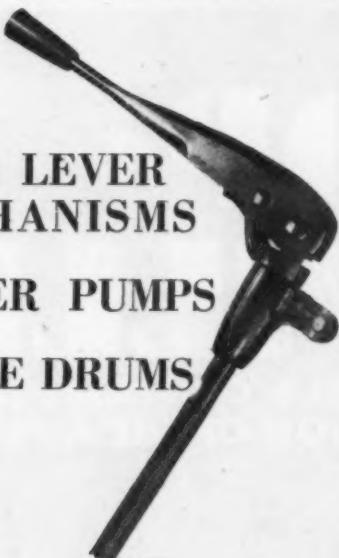
AM4 NICKEL  
FOR FORGINGS  
AND STAMPINGS



TRIUMPH LTD  
SUPPLIERS

Wm JESSOP & SONS LTD J J SAVILLE & CO LTD  
BRIGHTSIDE WORKS • SHEFFIELD TRIUMPH WORKS • SHEFFIELD

**★ GEAR LEVER  
MECHANISMS**  
**★ WATER PUMPS**  
**★ BRAKE DRUMS**



PRECISION ENGINEERING



CONCENTRIC  
MANUFACTURING  
COMPANY  
LIMITED

TYBURN ROAD, BIRMINGHAM

Telephone : EAST 2081-2-3-4-5

## LANGITE

Oil and Petrol  
Resisting Jointing is used  
on the new

## Austin A 40 Somerset

and also on other models

*The best of all  
resilient hot oil jointings*

CORK MANUFACTURING COMPANY, LIMITED  
SOUTH CHINGFORD, LONDON, E.4

Silverhorn 2666 (Associated with Flexo Plywood Industries Ltd.)

## W-G ELECTRICAL WELDING & ENGINEERING CO. LTD.

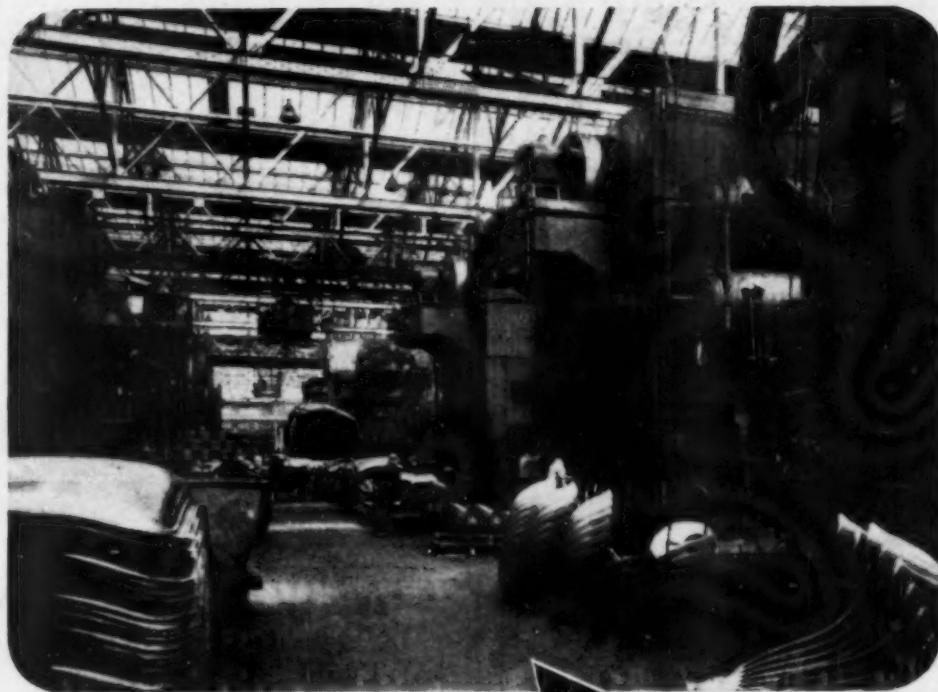
ELECTRICALLY WELDED RINGS • WELDLESS RINGS  
CONTRACT WORK FOR ELECTRICAL WELDING

### STARTER RING FORGING MANUFACTURERS

for AUSTIN, MORRIS,  
HUMBER,  
STANDARD, ETC.

MAYPOLE FIELDS  
**CRADLEY**  
STAFFS.

Telephone : CRADLEY HEATH 69065



The Fisher and Ludlow organisation has a group of the most modern factories, covering over two million square feet, equipped with up-to-date press plant capable of large-scale production.

For many years the major part of our productive capacity has been devoted to the manufacture of car bodies and general work for the motor industry. Our technical department is always ready to investigate and advise on all sheet metal problems, and would be pleased to place their experience at your disposal.

*Specialists in  
Motor Car Bodies  
and Pressings*

*Established  
1850*

**FISHER & LUDLOW LIMITED**

ALBION WORKS · KINGSBURY ROAD  
**BIRMINGHAM 24**

**TELEFLEX PRODUCTS, LTD.**, suppliers of  
Mechanical Remote Selector and Rear Window Controls  
to the Austin Motor Company, Ltd., are proud to  
associate themselves with the new Austin "Somerset",  
for which they have supplied the Gear Selector  
Control.



**TELEFLEX PRODUCTS LTD • CHADWELL HEATH • ESSEX**

TELEPHONE: SEVEN KINGS 5771 (7 lines)

We are proud  
to be suppliers  
to the

**AUSTIN**  
*Motor Co. Ltd*

**COOPERS**

MECHANICAL JOINTS LTD.  
14 LIVERPOOL ROAD, SLough, BUCKS.  
Telephone: 223331

**THE NEW AUSTIN**

A 40  
"SOMERSET"



is fitted with and relies on "**EATONIA**"

water-cooled Phosphor Bronze Bushes

Suppliers to The Austin Motor Co. Ltd. for 38 years

**YES**  
PHOSPHOR BRONZE & GUNMETAL

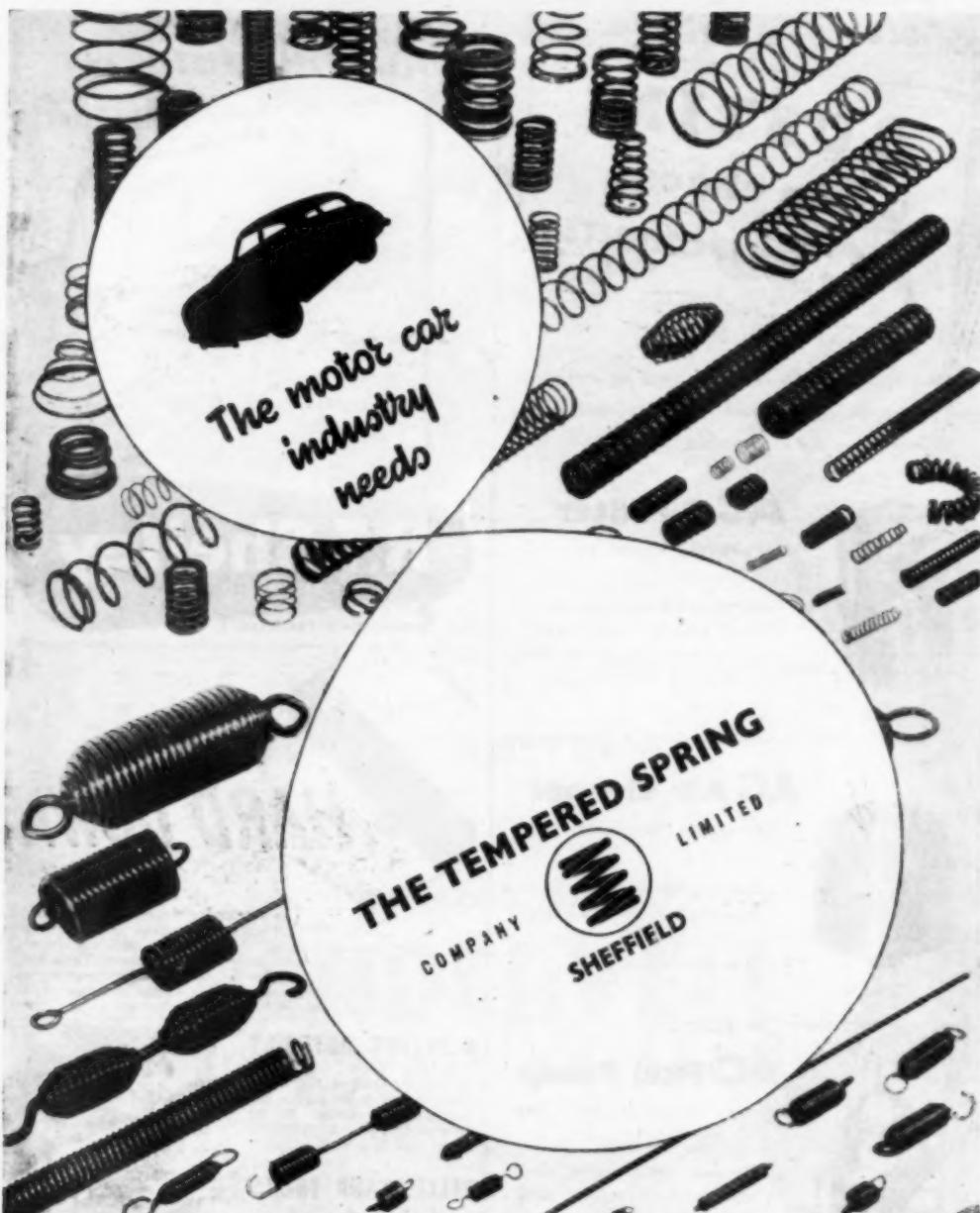
Sole  
Producers and  
Suppliers:

**Bearings  
& Bushes**

YORKSHIRE ENGINEERING SUPPLIES LIMITED  
"EATONIA" BRONZE FOUNDRIES - LEEDS, 12

Telephones : 38234-38291

Telegrams : "Yes, Leeds, 12"



Constant calls for progress in design and still greater efficiency to keep abreast of new ideas, new materials and machines—these, as well as standard spring requirements for the motor industry are answered by the products of The Tempered Spring Company. We are proud to be associated with the Austin Motor Company Limited.

*For the new  
A40 'Somerset'*

**AUSTIN**  
again choose  
**AC COMPONENTS**

Once again, Austin designers count on sturdy AC components to help maintain Austin standards of fine performance coupled with complete reliability.



Type ARI

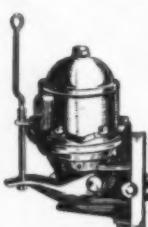
**AC Oil Filter**  
*dirt-proofs engine oil*

Safeguards moving parts, reduces wear and increases efficiency by filtering out harmful matter from lubricating oil.



**AC Air Cleaner**  
*protects the engine*

For complete intake air filtration. Oil bath air cleaner traps dust particles : silencing chambers deaden noise.



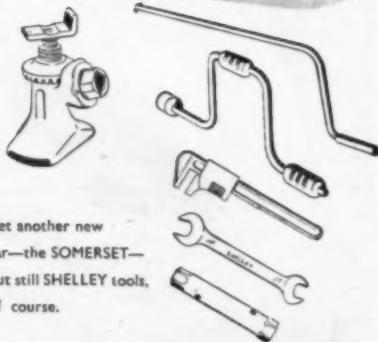
**AC Fuel Pump**  
*ensures constant fuel flow*

Operates from engine cam-shaft ; uses no current ; gives silent, trouble-free service under all conditions.

**AC**

SPHINX SPARK PLUG CO.,  
DIVISION OF GENERAL MOTORS LTD.,  
DUNSTABLE, BEDS.

**TOOLS FOR THE  
AUSTIN MOTORIST**



Yet another new car—the SOMERSET—but still SHELLEY tools, of course.

**R.T. Shelley**  
LIMITED

ABTON BROOK ST. BIRMINGHAM 6



The accelerator "through the boards," pitting his skill against all comers in competition driving "Sammy" Davis, author and international racing and trials driver, is in his element. These fast, exciting books offer you the seat beside the driver, to share in the thrills, spills, triumphs and disappointments of high-speed sports motoring.

**A RACING MOTORIST**

By S. C. H. Davis of "The Autocar". An exciting book of speed and thrills in which the author has matched his narrative to the speed of the events he describes. 10s 6d. net. By post 11s.

**RALLIES AND TRIALS**

By S. C. H. Davis of "The Autocar". Describes the author's experiences in rallies and trials in all parts of Britain and the continent. 15s. net. By post 15s. 7d.

From all booksellers or from :—



ILIFFE & SONS LTD, DORSET HOUSE, STAMFORD ST, LONDON, SE1



The new **AUSTIN A40**

*Somerset*

is fitted with

**VANDERVELL**  
**THIN WALL BEARINGS**

THIS MARK ON ALL



VANDERVELL PRODUCTS

VANDERVELL PRODUCTS LTD · WESTERN AVENUE · PARK ROYAL · LONDON, W.3

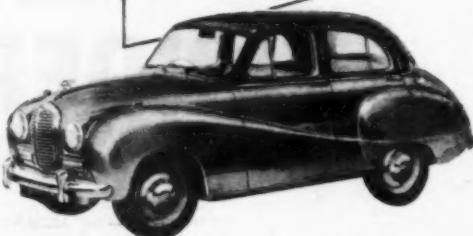
**DEPENDABLE ACCESSORIES FOR ANOTHER**

**DEPENDABLE AUSTIN**



**SMITHS**

in the  
**AUSTIN**  
**SOMERSET**



**SMITHS**

Trade Mark of S. Smith & Sons (England) Ltd.

**SMITHS MOTOR ACCESSORIES LTD, CRICKLEWOOD WORKS, LONDON, N.W.2**

*The Motor Accessory Division of S. Smith & Sons (England) Limited*

**EDITOR**  
H. S. LINFIELD

**MIDLAND EDITOR**  
A. G. DOUGLAS CLEASE,  
B.Sc., A.M.I.Mech.E.

**CONSULTING AND  
TECHNICAL EDITOR**  
MONTAGUE TOMBS

**ASSISTANT EDITOR**  
MICHAEL BROWN

**Editorial, Advertising and  
Publishing Offices :**

**DORSET HOUSE,**  
STAMFORD STREET,  
LONDON, S.E.1.

Telex : Autocars, Sedist, London.  
Telephone : Waterloo 3233 (60 lines).

**BRANCH OFFICES :**

**COVENTRY**  
8-10, Corporation Street.  
Telex : Autocar, Coventry  
Telephone : Coventry 5210.

**BIRMINGHAM, 2.**  
King Edward House, New Street.  
Telex : Autopress, Birmingham.  
Telephone : Midland 7191 (7 lines).

**MANCHESTER, 3**  
260, Deansgate.  
Telex : Hiffe, Manchester.  
Telephone : Blackfriars 4412 (3 lines).  
Deansgate 3595 (2 lines).

**GLASGOW, C.2**  
266, Renfield Street.  
Telex : Hiffe, Glasgow.  
Telephone : Central 1265-6 (2 lines).

**ANNUAL SUBSCRIPTION**  
Home and Overseas : £3 5s. Od.  
Canada and U.S.A. : \$10.  
(At present subscriptions can be  
accepted only for overseas).

## In This Issue

|                                                       |     |
|-------------------------------------------------------|-----|
| Lubrication Developments ..                           | 150 |
| Disconnected Jottings ..                              | 154 |
| <b>NEW CARS DESCRIBED :</b>                           |     |
| Austin A.40 Somerset ..                               | 157 |
| <b>ROAD TEST :</b> Nash Ram-<br>bler Station Wagon .. | 161 |
| Northumberland Sage ..                                | 164 |
| Monte Carlo Rally : Photo-<br>gravure ..              | 168 |
| Final Events ..                                       | 180 |
| Accessories ..                                        | 170 |
| I'm a Motorist—or Am I?                               | 171 |
| Bugatti Revival ..                                    | 173 |
| Correspondence ..                                     | 176 |
| Weekend Trials ..                                     | 183 |
| The Sport ..                                          | 184 |

# Autocar

FOUNDED 1895

No. 2932

FRIDAY, FEBRUARY 8, 1952

Vol. XCVII

## George VI

**I**N company with a dismayed nation, motorists learned on Wednesday morning of this week of the sudden death of their beloved King George VI. The tragedy that lay in the announcement was intensified by the belief that the King had made a promising recovery from his recent serious illness, and by the fact that George VI had reigned during a period when the nation had undergone unprecedented trials. During those trials, and particularly when they took the form of physical attack from the air by the enemy, His Majesty set a standard of bravery in conduct and resolution in adversity that inspired his people the world over.

King George VI, in keeping with the tradition of British monarchy, had shown a great interest in the advances of the era during which he lived, and had, perhaps, displayed a special interest in the motor car. He was the Patron of the Royal Automobile Club, and was a confirmed user of the car for both official and unofficial journeys. An early interest in high-speed motoring, which led to his presence at Brooklands in the heyday of the famous track, was recalled by his attendance, along with other members of the Royal Family, at Silverstone for the Grand Prix d'Europe race in 1950. He shared with motorists, in fact, the fascination that is exercised by all intricate mechanical devices—motor cycles, motor boats, aircraft and locomotives—and evidence of this, which he constantly displayed, was one of the many endearing attributes of a well-loved sovereign.

This journal joins its readers in the deep sympathy that they feel with the bereaved Royal Family. There is not much that can be said to assuage family grief and it is a matter of distress that this should be so. None the less some comfort may be derived from the knowledge that, all over the world, the Crown's subjects mourn a beloved king, and feel towards those on whom his death thrusts vast new responsibilities the understanding and support which, at this moment, they so sorely need.

## Bedrock ?

**I**T is unfortunate that the immediate measures to overcome the fresh payments crisis should have to be mainly negative, and that their positive complement must await Budget Day, for the effect of the Chancellor's recent speech was depressing in the extreme for British motorists; 60,000 cars for the home market, foreign allowance reduced to £25, and petrol rationing considered, obviously, but mercifully withheld. If nothing more positive than these transpires, such proposals must be condemned as treating symptoms instead of the disease. The finest definition of inflation is too much money chasing too few goods, and the prescribed remedy is not reducing the goods but the money which is chasing them, in order to stimulate production.

As it is, the cuts must, of course, be faced with stoicism, although politicians still appear to think of a car in the garage as comparable with a yacht at Cannes. Individual transport has ceased to be this, having long been a means of economic efficiency; but perhaps motoring is the only non-union stronghold left to be assailed. However, the stoicism is tempered by the hope that the nation is now at bedrock, and that the measures contemplated in the early Budget will have the effect of rewarding hard work, penalizing inefficiency, and making it well worth while to earn money by providing desirable goods on which it can be spent—and in that last proviso the car must rank high, if not highest, amongst the earthly possessions that are widely coveted.

The reduction in Continental holiday allowances is a stringent one, but it is a challenge to the ingenuity of the British motorist in cutting his coat according to his cloth. The enterprising spirits will still go abroad, over unbelievable distances. And if once this country can climb back to prosperity, and to unlimited currency allowances, the motoring story of the future is likely to begin: "Do you realize, young man, that in 1952 I went to the Straits of Messina on a mere £25?"



Filter differences between straight oil usage (right) and heavy duty oils in conditions favourable to the formation of mayonnaise-type sludge. The detergents in the h.d. oil have prevented the formation.

## Lubrication Developments

ADDITIVES AND THEIR FUNCTIONS : PROGRESS IN  
SYNTHETIC OILS : PHILOSOPHY OF THINNING DOWN

**E**NTERPRISING attempts are frequently made to launch a new oil in the plush and ginger-pop manner associated with new car models, but it cannot be said that success is invariably recorded by the hard-working organizers. The reason lies mainly in the fact that visible evidence of oily virtues is mostly statistical, graphical, or metallic in the form of unscored bearings after x miles. In the laboratories of the oil companies such evidence holds the stimulus to excitement, but it is difficult to transfer that excitement to the motorist, in spite of his pronounced predilections for favourite oil brands. Yet it is important that

longer use a straight oil for lubrication; their sumps contain additives.

The name is self-explanatory, but for the nature of additives an up-to-date source is available in the volume *Motor Oils and Engine Lubrication*, a first-class text-book by Carl W. Georgi, who is the technical director of the Research Laboratories of the Quaker State Oil Refining Co. of America. The book is published in this country by Doubleday at £3 8s, but it is American in origin, and it is, perhaps, as well to advise those who might wish to buy a copy that it should be examined first, for it is no primer for beginners.

Georgi lists the additives as follows: Inhibitors, detergent-dispersants, pour depressants, viscosity index improvers, anti-foam agents, rusting inhibitors, oiliness and film strength agents, and dyes. Inhibitors slow down the oxidation process to which all hydrocarbon oils are subject, and it will be sufficient if the motorist regards all the chemically complex products of oxidation as harmful. Detergents prevent harmful deposits in oil settling out on to convenient surfaces, and Georgi would prefer that they were called dispersants, and as a result coins the double-barrelled term. Pour depressants lower the temperature at which an oil will still pour, a very useful function because pour points are quite high, even after some refining has taken place to lower them (in some cases from 60 to 100 deg F down to 0 to 30 deg F). Refining further for a pour point below zero becomes drastic and expensive.

"Viscosity index improvers" is a difficult one to explain simply. The viscosity index figure of an oil is a measure of its ability to retain "body" at high temperatures, and is one

by Michael Brown

the motorist should know what is happening in the oil world, for the oil in his engine is the one thing that stands between him and the consignment of his vehicle to the scrap-yard in advance of its time.

Time . . . the running hours of the engine from pristine newness to ultimate collapse. In these days any extension of these hours must be eagerly sought, and the motorist who seeks diligently may be encouraged by the thought that, on the supply side of the fence, the oil companies are engaged in a parallel search. Let their side be surveyed first.

The most important recent development in oil has originated in the United States and come this way through the medium of the diesel engine, because few diesel engines any

of an oil's most important qualities in internal combustion contexts. Anti-foam agents are self-explanatory, as are rusting inhibitors, and agents for oiliness and film strength are readily comprehended; oiliness is . . . well, oiliness, and film strength is what keeps an unbroken film of oil between the big-end bearing shell and the crankshaft bearing within it. Dyes are the least of the additives to earn respect, for they are merely deceivers of the consumer eye that is distressed by an ugly colour on the dipstick.

With rare and welcome simplicity it is possible to go straight to the point in discussing the purposes of these as a bunch. They prolong engine life and promote efficiency. But that does not mean that if we add additives to the sump, like a glutton sampling all the sauces, our engines will never wear out. Very far from it. The motorist let loose with the additive bottles could reduce his engine to a very messy chemical laboratory, and as a result he is most unlikely to be given the opportunity to handle additives himself. What happens is that the oil companies produce the additives and supply them to the blenders, or blend them into their own products, and the consumer gets the benefit without knowing it unless he is of an enquiring mind.

### Engine Life

The interesting aspect of the situation is the difference of opinion as to how far additives should be applied to engine oil (they are often used in other oils, such as gear box and back axle). The first argument against their use is the old axiom that something is never got for nothing. While oil oxidizes, the additives are also subject to chemical change—they may, to quote a simple case, "ash out" of that oil which reaches the combustion chamber—and the oil chemist is left to deal with yet another by-product. But more important is the argument that may be summed up by saying that the oil chemists are straining for gnats while the car user is swallowing the camel of inefficient design. The use of additives in diesel engines illustrates this point perfectly. At mileages at which the car owner has suffered a reboore, the diesel operator merely changes his piston rings, and that in spite of an engine usage that is hard—continual idling, as in public service vehicles, for instance—and that may be irresponsible (as with paid drivers who permit long periods of labouring—"lugging" under overload—rather than bother to change gear). It is not unusual for a diesel engine to have a working life of half a million miles.

There are many factors that contribute to this, but a major one is certainly that the design of such engines is excellent and that the workmanship that goes into them reaches high standards—for which, of course, the operator pays. Such engines are designed for maximum mileage and, as a result, the addition of extra miles is not easily come by. By using additives, the oil companies may be able to lengthen that



## EDUCATION WITHOUT INTIMIDATION

For those who would like a more precise understanding of oil terminology the glossary below will prove helpful; it is not, however, necessary to the appreciation of the points made in the article on these pages.

**Additives** : Fractional chemical additions to the base liquid, each having a specific function.

**Inhibitors** : Additives whose function is prevention of certain harmful conditions.

**Detergents** : Strictly cleansers (c.f. household detergents). In oil parlance, additives which hold solids in colloidal dispersion in the oil, and are therefore better termed dispersants.

**Pour Point** : The temperature above which an oil behaves as a liquid. Below this temperature, oils become stiff owing to partial separation of paraffin waxes or to the congealing of hydrocarbons. Hence **Pour Depressant**, an additive which lowers the pour point.

**Viscosity** : Internal or fluid friction of an oil; its resistance to flow. May be determined at any temperature by several standard methods (viz., Redwood, Saybolt, Kinematic). A classification of crankcase oils, in terms of viscosity only, results in the **S.A.E. Rating** (initials stand for the American Society of Automotive Engineers).

**Hydrocarbon Oils** : Loosely, mineral oils as opposed to vegetable oils. Petroleum oils are complex mixtures of hydrocarbon compounds.

**Oxidation** : Chemical combination of a substance with oxygen, a process that goes on naturally in many examples owing to the oxygen in the air. Rusting, for instance, is the oxidation of iron.

**Sludge** : Generic term for the deposits that arise in oil. There are three types of sludge. (i) Hard lumps, coke-like; (ii) Grainy sludge, commonly called "coffee grounds"; (iii) Soft, paste-like sludge. Engine sludges consist of about one third to one half oil, the balance being water, soot, carbon, lead salts, iron, silica and "resins." All these, except the "resins," derive from the blow-by of combustion products past the pistons and into the crankcase. "Water," says Georgi, "may be considered as the most objectionable contaminant of crankcase oil and is the chief cause of sludge formation."

**Varnish** : The common term for the "resins" mentioned above. These "resins" are oxidized hydrocarbons of a sticky, varnish-like nature. They act as binders to coagulate oil contaminants into sludge deposits.

life span cheaply, and it becomes well worth it. No one, in diesel design, is "lagging" in the race for longest life.

The same cannot be said for car i.c. engines. Certain well-known examples are built to the same principles, and the public again pays for the privilege of owning them. But the average car engine is built for a working life that is about right for the car as a whole, and there is certainly an argument against extending that life beyond its normal span. The argument is sometimes seen in the form of decaying bodies that ought never to be on the road if Construction and Use means anything, sometimes in the form of styling that seem to have strayed from a V.S.C.C. meeting. Other instances spring readily to mind. The argument then runs that it is not worth while to extend engine life by a few thousand miles by the use of additives when there are simpler ways of doing so (in other than oily hands, as it were).

This argument may be carried even further by reverting

A remarkably clean piston from a diesel engine which has run for 1,400 hours on heavy duty oil (especially developed oils containing detergents, for high speed diesel and petrol engines working under severe conditions).

## Lubrication Developments . . . . . continued

to the greater use of additives in the U.S.A. Their adoption, might say the cynic, is a *result* of inefficient design, and the student may look round the typical U.S. power unit for a part where, shall we say, ventilation and lubrication are not particularly well catered for, with the result that the varnish and sludge products of oil oxidation find an easy lodgment. If the eye comes to rest somewhere in the neighbourhood of hydraulic valve lifters it is not surprising. In other words, excessive localized formation of deposits may demand an inhibitor; but the deposits are there because the design of the component is not perfect.

Perhaps those who advance this thesis might fairly be asked to be specific about design in general. In that case the crucial factor in engine life must be pin-pointed. It is the cylinder wall in the neighbourhood of the top ring, and the top ring itself, and the malevolent factor in the wear at this point is the blow-by from the combustion chamber. There comes the point when this wear becomes too expensive and the engine is scrapped. Now certainly there are additives that will reduce the effects of blow-by, but everyone knows that there are many other things that can be done, more simply and at an earlier stage, to reduce bore wear. Chromium plating the top ring, for instance, is cheap and simple. Fitting modern ingeniously shaped rings to promote the lubrication of the top end of the bore is another; finer limits in cylinder block and head manufacture are a third; is it generally appreciated that tightening

down the head nuts, even correctly, is quite able to distort the bore?

But if it is accepted that sufficient for the engine is the mileage thereof then there is no need to worry about these things; what is by no means readily acceptable is that today's economic conditions should permit such a frame of mind. In times of scarcity goods must be durable, and a new frame of mind may become necessary. On the other hand, it must be realized that improvements would have to be paid for, and that at a time when prices are already too high.

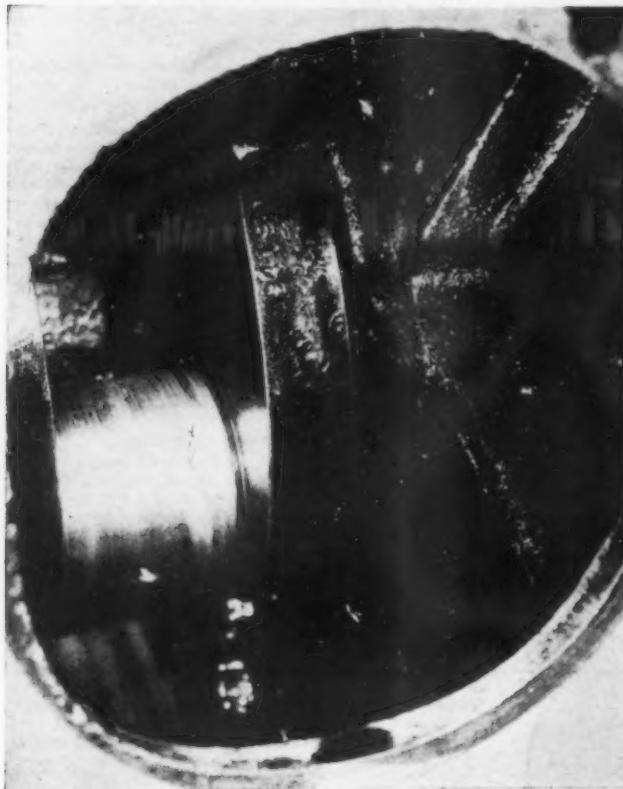
The non-additive-minded oil man will continue with filtration, of both oil and air. "Modern oils," he will aver, "are capable of doing everything that is required of them if they are treated properly." And then he will attack the present methods of filtering, particularly of air, because the contaminants in the atmosphere are drawn into the combustion chamber and, by erosion, greatly help those corroding blow-by products that are another cause of wear. It is educative to read how much damage small concentrations of water can do in an engine, and yet we regard water as one of the less harmful liquids.

The aircraft engine helps to illustrate the filtering point. Up in the air there is no road dust and this is one of the reasons why oil is not drained and changed on an aircraft which operates on long distances over oceans. There are others, of course; good operating speeds and temperatures, and a quick changeover of oil. But pure air is significant.

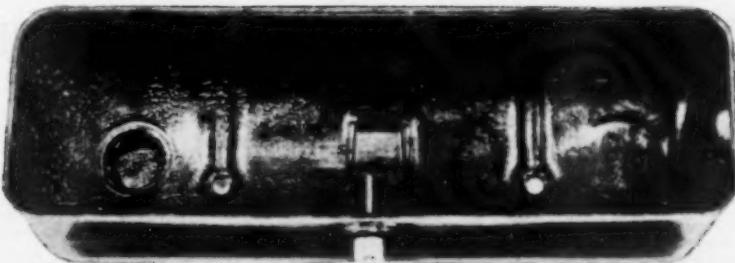
Ventilation is another weak spot. In general, engines run too cool and oil too hot, and the harmful fumes are ill-disposed of by contemporary methods of crankcase ventilation. Moreover, when the engine is too cold—just after starting or when idling before properly warming up—crankcase ventilation is most needed. But this is precisely the time when road-draught breathers, and breathers operated by the depression in the intake manifold, are, virtually speaking, out of commission, because they require high road speeds or engine speeds for good scavenging.

By this time the owner begins to feel that there is a lesson for him in all this. There certainly is. The average car is driven in the worst possible way for adequate lubrication. The pottering owner, running five miles to the town for shopping, is prone to say, when passed by a car whose driver is changing from third to top at 55 m.p.h. "That car won't last long at that rate." Actually, provided the fast driver is an intelligent fast driver, his machine is going to last much longer than that of the potterer. Nothing suits the cause of longevity more than long, fast journeys, during which the engine gets properly warm, everything turns rapidly, and sudden increases or decreases of stress within the mechanism are minimized. Cautionarily, that does not mean that it is good to drive all the time on the verge of valve bounce.

The lesson also extends to oil changes. Obviously, if sludge and varnish are forming all the time within the oil, it is a good plan to throw it away frequently and to have a fresh sumptuous. It would be nice to think that owners were meticulous about this, but many are not. Of what use to supply additives to a motorist who "doesn't believe in all this oil change business"?



Big-end journal from the engine whose piston is shown in the illustration on the previous page. Here also the cleanliness is notable after 1,400 hours.



Rocker box comparison. The upper illustration is the result after the use of h.d. oil, and the lower one is after a comparable usage of ordinary straight oil.



There will, it seems, be a certain addition of additives to oils; already engine oil contains some, and the proportion is likely to grow. But there is unlikely to be an onset of that rush of additive to the head which results in the view that the extras are more important than the base, although there seems some danger of that happening in gadget-minded America. As an oil chemist recently put it: "It is very difficult to cite a case for a high admixture of additives—they enable engine designers and stylists to take liberties." The reference to stylists is particularly telling, for it is to them that contemporary inadequate oil cooling is often owed.

\* \* \*

It is, however, easy to cite a case for synthetic oils—another contemporary development in the oil world—but not, be it said hastily, for car sump use *in toto*, although such are available in the U.S.A. However, the car user may well see the doping of his engine oil by, say, 10 per cent synthetic one day, and he should know a bit about these oils.

The term "synthetic" has come to have a derogatory meaning, but the cost of synthetic oils should dispel that. They are very expensive indeed, and they are a complicated bunch in the chemical sense, into whose molecular structure I have no intention of going. But certain types are showing themselves extremely useful in aircraft operating in arctic temperatures, owing to their high viscosity index figures,\* and some of them have other virtues by comparison with petroleum oils. They have pronounced drawbacks, too, but the net result is likely to be that eventually proportion of synthetic oil will be blended with the petroleum oils used for engine lubrication in order to take advantage of specific virtues, notably in extreme climates or operating conditions.

There is not, nor will there be, a "battle" between synthetics and mineral oils, because, as Georgi says, the economics of the situation are one-sided. Petroleum crudes exist a-plenty, and petroleum-based oils are all that the best engines need. Germany and Japan experimented widely with synthetics during the war, for obvious reasons, and work goes on all the time in the research sense. It is a case of cashing in on synthetics where it is desirable.

\* Georgi's definition of viscosity index may well be quoted. It is, he says, a numerical value which indicates the relative resistance of a given oil to "thinning out with heat" or to "thickening up with cold," wherein low values indicate relatively poor resistance to viscosity changes with temperature, while high values indicate optimum resistance.

Finally, thinner oils, a subject that must be approached with great caution at the moment. Where previously users in such places as Alaska and Canada were, in the winter, recommended to mix kerosene with their engine oil in order to thin it down, they have now been provided with oils of S.A.E. 10W and even 5W ratings. The figures are sufficient indication of their qualities when it is recalled that summer oil in Britain is S.A.E.30 and winter 20. Even at such low ratings, the oil companies have been able to supply the requisite qualities, and experience with such oils and their refining has led to a general feeling that thinner oils might well be used without detrimental results. On that the user is best advised to await recommendations and not to experiment.

#### Pros and Cons

There are two obvious virtues to the suggestion. Easier starting would be obtained, particularly in winter, when the starter must overcome the increased viscosity of the oil as a result of the low temperature, and that with a battery that is impaired by the lowness of the mercury in the thermometer. Also, oil would more freely reach that crucial area of the cylinder wall, thus providing better lubrication between ring and wall and, at a stroke, lengthening engine life. In return, the owner would have to make the sacrifice of using more oil and paying for its replenishment.

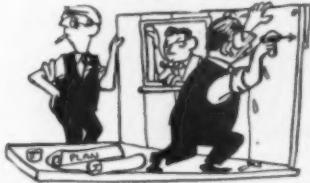
This, it seems to the author at any rate, is wholly good. There is not all that amount of virtue in the engine that uses no oil; in fact, it might be suspect, because if no oil is reaching the combustion chamber, can we be sure that it is reaching the top ring? And can we be sure that the sump is not being topped up each morning by the draining of petrol down the cold cylinder walls? Finally, think again of the old axiom: You cannot get something for nothing—if you are going to extract the virtues from a pint of oil you must surely expect to pay the price in its consumption.

Thinner oils, by promoting ease of operation, should reduce fuel consumption, so that the money saved on the (tax-laden) swings of petrol might well be expended on the (comparatively tax-free) roundabouts of engine oil (thinner).

# Disconnected Jottings

## Sectional

**A**SISTED, in turn, by two of my colleagues, I have erected the sectional garage, a most interesting task which teaches one the ingenuity of the design. My only criticism is that the makers tend to be a little rash in their assumption that no skill is needed in erection. Their claims can be substantiated by a man with a good deal of practical ability, but the average householder rarely comes up to that standard, and some resentment might be caused in the tyro who finds that his lack of experience with tools, if not a lack of the precise tools themselves, is making



Lack of experience.

the job really difficult. It might be better to be frank and to point out that, if lacking all experience in such work, the erector might do well to persuade a more expert friend to help him. Not everyone is adept even with a screwdriver, and certainly not with a brace and screwdriver bit, where too much power is at the command of the wielder; and there is certainly an art in the glazing of a window section. But what an ingenious design the modern sectional garage is, to be sure.

♦ ♦ ♦

## Doubts

**W**HEN I am in France I am impressed by two things which also impress many other motorists—the success of the flashing orange light above a dangerous junction which has no traffic lights of the conventional type, and of the right-hand rule. But, unlike most of my correspondents, I stop there, because when I get back to England I am more than ever convinced that these two devices would not work successfully here. The reason is simple, and is the vast number of vehicles on British roads by comparison with those over there.

I suppose that about twice every day on a French trip one encounters a momentary hiatus, if not a contretemps, as the result of one or other of these devices; and that with the traffic density of France. I think that, over here, the number of hiatuses and con-

tretemps would be such that traffic would be impeded rather than speeded up. It is as if one tried to introduce the single-line and staff system of the railways on a really busy route; it can't be done without confusion.

♦ ♦ ♦

## Kingston

**W**HEN the highly developed character of modern civilization is given a chance to work it certainly becomes impressive. The radio on a car I was driving blew a fuse the other day, which I replaced. However, signals were still distorted and there was obviously something wrong which, of course, had been the reason for the fuse going. By chance, it was important to get the radio repaired quickly, and I was on the way up to Town from the west. I stopped in Chertsey, Surrey, and rang up the makers, who gave me three service addresses in Kingston-on-Thames. The second of these service people said it was probably a valve, and that if I could come back in an hour they would tell me for certain, and whether or not the job could be done in the time. I left the shop and went in next door but one to buy some special adhesive which I wanted; then I found a barber a hundred yards away and had a haircut which I also wanted. Next door to him was a café at which

man's shop in order to get a tow-rope. I am no expert on ropes, but I did at least remember how long a fathom was, and that ropes were measured by the circumference. Expertly, then, I was able to ask for four fathoms of three-inch rope, at the same time asking if that would be about right for towing purposes. Yes, they replied, and I marched out eventually with the brand-new coils over my arm, looking forward to doing that tricky little bit



For towing purposes.

of binding at each end which looks so incredible until you know the knack. But while the rope was being cut I had a look round at all the good yachting things on the shelves, and I must say that if there is anything more fascinating than a car accessory shop, this was it—the last home of function, as it were.

♦ ♦ ♦

## Cops

**O**N every hand the cry goes up that we need more policemen. Frankly, I don't; not because I wish to be left in peace with my criminal tendencies, but because I think that traffic is bedevilled with police, who appear at every junction of size, at most pedestrian crossings at certain hours, on motor cycles, in cars, and standing eying motorists with a predatory look from kerb edges all over the country.

Looked at in the kindly spirit, we are thus being shepherded on our way in the efficient manner for which the police are famous. Looked at unkindly, we are being harassed, embarrassed and subjected to a discipline that is sapping all our resourcefulness and will eventually leave us unable to think, let alone act, for ourselves. Where cars are concerned, the police would, I feel sure, do far more good if they had the training of new drivers in their hands, and could guarantee their eventual appearance as responsible motoring citizens. The child that is disciplined at home needs little of the rod when it comes under the eye of the schoolteacher at the age of five, and the driver trained to Hendon standards would need little subsequent supervision.



Crowded hour.

I called for coffee and sat smoking a cigarette, and on the way back to the garage I rang up my office from a call box and told my secretary that I would be late in. By that time the local clocks, two of which were in view, told me that I could return to the car, into which the electrician was just screwing the power pack. The loudspeaker was playing merrily. One crowded hour in Kingston-on-Thames; well spent, I felt.

♦ ♦ ♦

## Rope

**N**OT often these days do I get a reminder of the pleasure of small boats, but such a one came the other morning when I visited a yachts-

*A scene in Dalecarlia, Sweden.*

### **All that's best from Britain . . .**

Land of mountains, pine forests and swirling rivers . . . this is Sweden. Here live a people old in the art of producing fine precision tools, pottery and architecture . . . a people forward-looking and eager to enjoy the best . . . that is why the Standard Vanguard is a big favourite with them. Built by the finest engineering craftsmen, tested under the most arduous conditions it is a car that truly represents 'all that's best from Britain.'

*Manufactured by THE STANDARD MOTOR CO. LTD., COVENTRY  
London : 37, Davies Street, Grays Inn Square, W.1. Telephone : Mayfair 5011*



**STANDARD CARS • TRIUMPH CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS**



LEADING MOTOR  
MANUFACTURERS

*recommend*

**Esso lube**  
**MOTOR OIL**

THE OIL FOR WISER DRIVERS

ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1

## NEWS and VIEWS

### New Small Standard Confirmed

RUMOURS and conflicting statements that have been circulating about a new small Standard and a Ferguson "people's car" project were dealt with last week by Sir John Black, deputy chairman and managing director of the Standard Motor Co., Ltd. The occasion was the eve of his departure, on Saturday last, for Australia and New Zealand where, with Mr. M. Whitfield, director and general manager of the company, he will investigate conditions in these two very important markets for British cars, and—from figures Sir John quoted—for Standard products in particular.

Sir John Black made a statement regarding future policy, and invited questions, from which further information resulted. He confirmed that a new small Standard was coming forward, a four-cylinder, four-door saloon of entirely new design which, in the sense of the long-term policy that must be followed by the biggest manufacturers, he referred to as being "imminent," though in reply to a question he stated that it would not be seen at the next London Show. It would be of "less than 8 h.p.," though he was not prepared to give an indication of price.

Sir John's purpose was also to comment upon statements that have been made regarding a new Ferguson car, which, because of the well-known links between Standard and Ferguson tractors, has been the subject of conjecture and erroneous statements. He referred to recent conversation with Mr. Harry Ferguson and indicated such a design as belonging to well into the future. Of its design he could give no details, but he was prepared to say at present that if and when it eventuated the vehicle would be built entirely by the Standard Motor Company—not the engine alone, as appeared to have been supposed in some quarters. Sir John touched also upon the jet aircraft engine work that his company is engaged on.

### Gear Box Brain

A MACHINE which has alone replaced 18 other machines, and which can carry out 28 simultaneous operations under three-man control, has been put to

use by the Morris company in the production of gear boxes. It cost £60,000 and is the first of its type to be installed in England. A complete gear box casing receives all its milling, tapping, reaming and counterboring processes in 93 seconds. Its operators have christened it "the brain."

### G.M. in Canada

IN Canada, General Motors have retained a commanding lead in the Canadian market for the third year in succession. They were the only major manufacturers to increase production in 1951 (by 24,177 cars to 142,074). Ford output dropped to 79,600 from 94,151, and the Chrysler Corporation was down to 51,352.

### Italian Production

DURING 1951 the Italian motor industry produced the record total of 145,553 cars. Exports during the year were nearly 50 per cent up on those of 1950, 32,250 cars having been sent overseas.

The best customer was Germany (6,157), while Australia took 2,561.

### French Record

A RECORD total of 445,958 vehicles was reached by the French motor industry in 1951. The monthly average of 37,163 compares with 29,799 in 1950 and 18,950 in 1938. Of the 1951 total 313,927 were cars.

### New Caravans

TWO new caravans are being introduced this spring by Berkeley Coachwork, Ltd. The Escort is a small van (14ft by 6ft), weighing 18cwt. It is longer but lighter than the existing Messenger and, at £349, £50 cheaper. There is a saloon divisible by night into two bedrooms and the settees of the forward dinette convert into two single beds or one double. Along the rear wall a full-width settee extends to make a double bed; there is a kitchenette to port and a wardrobe to starboard, whose door opens

to form the division between the compartments.

The Envoy is a shortened version of the Consul. It has a saloon with folding screen doors. In the forward dinette are two single or one double settee beds, and in the rear compartment there are an end kitchen, a retractable double bed, a corner lounge unit, and a double wardrobe. Weighing 26cwt and measuring 17ft 6in by 7ft 6in, the Envoy comes within the group of touring vans, as distinct from living vans.

### Cape Record

A NEW record for the Cape Town to Algiers drive is claimed by two Italians who have driven a Fiat Campagnola over the distance of more than 9,000 miles in 11 days 4 hours 54 minutes.

### Third U.S. Prices Increase

FOR the third time in 13 months price increases for General Motors' cars have been approved by the U.S. Office of Price Stabilization. The increases range from the equivalent of about £17 17s to £79 10s. Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac cars are affected.

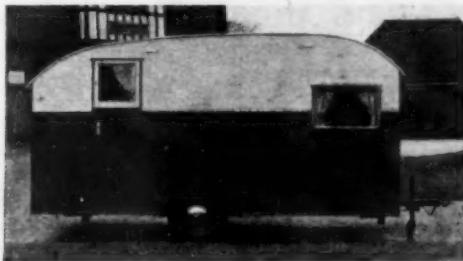
### Chrysler in Mexico

PRODUCTION capacity of the Mexican assembly plant of Chrysler products is expected to be doubled as a result of the installation of new equipment. It was established in Mexico twelve years ago and since then three expansions of the plant have occurred, increasing output from eight to 55 units daily.

### Jeep Definition

A BIG argument is in progress between the Supreme Court of Texas and the manufacturers of the Jeep. It started when a country postman who owned a Jeep took out an insurance policy under which he would get about £35 a month if he was injured. If he was hurt in a private car exclusively of the "pleasure car" type he would get about £70.

The Court ruled that he was not



The Berkeley Escort has twin stable-type doors and two forward windows. In all, it has seven windows.



The forward dinette of the Envoy: Portable lockers are used to extend the settees as beds. The dining table lowers to form part of the double bed. In place of the solid-fuel stove shown, extra shelves can be fitted.

## NEWS and VIEWS

entitled to the extra because the Jeep was "a rugged and uncouth vehicle without beauty of line or body, with no suggestion of comfort, and obviously intended for hard service rather than for pleasure." The manufacturers replied that the Jeep is a work of art and that it is the only American car chosen by the New York City Museum of Modern Art for exhibition. The museum called it one of the few genuine expressions of machine art, and a wonderful tool for transport.

### Off to the Cape

THE world's land-speed record car, John Cobb's Railton Mobil Special, has left for Cape Town where it is to be exhibited in the Van Riebeck Tercentenary Exhibition. This car's record of 394.7 m.p.h. has not been challenged since it was made.

### A.A.A. Golden Jubilee

ONLY 23,000 cars were on U.S.A. roads 50 years ago, when (as with the A.A.) and police traps in Britain) the American Automobile Association was campaigning against 10 m.p.h. speed limits, led by a few far-sighted men. Today there are 43,000,000 cars registered in that same country.

The A.A.A. was founded on March 4,

1902, and on March 4, 1952, a special set of stamps will be put on sale at U.S. post offices to commemorate the event. A series of special celebrations is being planned to mark this Golden Jubilee year.

### Shorrock Superchargers

THE firm of Shorrock Superchargers, Ltd. has been acquired by the Ferguson interests and the works have been removed from Preston, Lancashire, to Fletchamstead Highway, Coventry. The Shorrock supercharger is of the vane type, the vanes being driven by and sliding through trunnions in an eccentric rotor; it has been used in connection with many successful record attempts. The directors include Mr. Harry Ferguson as well as Mr. Chris Shorrock, who was associated with the first Centric supercharger which was the forerunner of the blower that now bears his name.

### Guide to Transport

INFORMATION on all forms of goods transport throughout England, Scotland and Wales is contained in the January-June (1952) edition of *Transport Goods Guide*, now published. An enormous amount of auxiliary information is also contained in the guide.

*Transport Goods Guide* costs 2s 6d, in-

cluding postage, and can be supplied by newsagents and booksellers, or obtained direct from the publishers, Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

continued

### Cadillac Boom

ACCORDING to the Cadillac Division of General Motors, orders now on hand for cars represent 13 months' output. Although dealers have some 90,000 orders on their books production must be restricted to 80,000 cars this year, compared with 103,000 in 1951 and 110,000 in 1950. This company is one of the few compared with last year, having already made a good start on its rearmament work.

### Books Reviewed

*Hutchinson's Pocket Technical Encyclopaedia*, compiled by L. E. C. Hughes, Ph.D., B.Sc. (Eng.), A.M.I.E.E., and Jean P. Bremner, B.Sc. (Eng.). Hutchinson's Scientific and Technical Publications, Stratford Place, London, W.I., price 7s 6d.

This useful little book is a dictionary of technical and other words, and it covers a wide field. Many references to trees, birds, and so on, accompany chemical, engineering and other expressions.

## FOR DISABLED DRIVERS

FOR some years the firm of Thomson and Taylor, of Brooklands, Weybridge, Surrey, have been engaged on altering the controls of cars for the Rootes Group so that they can be handled by drivers who could not use the pedals. The result has been so satisfactory that a considerable number of cars, mostly Hillmans, have been, and are being, modified and many sent to customers in export markets.

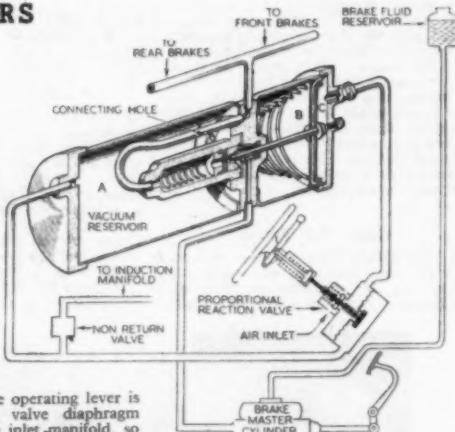
The latest batch to be converted has a new type of servo motor operating the brakes, which is of interesting design, its purpose being to give a more progressive, smoother action than was possible with the earlier servo.

Making use of what is called the "balanced" vacuum, the revised design consists of a tank divided into two sections, of which one houses a large piston in a cylinder while the other is the vacuum reservoir. Within the tank is a master cylinder operating the brakes in the ordinary way and the whole is a self-contained unit which can be mounted anywhere handy on the chassis.

Normally the large piston has an equal vacuum on each side of it and therefore remains stationary. When the driver wishes to apply the brakes he moves a lever, placed below and to the right of the steering wheel, which he can do without releasing the rim. The lever moves a diaphragm in the control valve housing and thus cuts off the vacuum pipe, opening an air valve. As the diaphragm moves against air pressure the degree of movement can be judged easily by feel.

Air being thus admitted to one side of the large piston causes a movement which first closes a needle valve, and seals off the pipe leading to the ordinary master cylinder of the car's brake mechanism, then operates the plunger of the master cylinder within the tank and so applies

The new balanced vacuum servo cylinder with an internal hydraulic cylinder (actuated by the servo piston) incorporated, and working hydraulic brake systems from a hand control.



the brakes. When the operating lever is released the control valve diaphragm opens the pipe to the inlet manifold, so restoring the vacuum and at the same time closing the air port.

The normal method of braking remains, allowing a driver who can use the pedals to do so without interference from the special servo, the normal master cylinder energizing the brake fluid through passages left open for the purpose until the movement of the large piston causes the needle valve to close on its seat. As previously, the clutch is controlled by another lever on the left of the wheel through a separate servo, the same lever controlling the throttle, both doing their work independently of the pedals.

With this new servo the brakes are much easier to control without previous experience, and feel exactly like those usually applied by pedal or lever, acting without jerk or violence but with great strength. Only if the driver declutches

before applying the brake is there a tendency to snatch, the normal method of leaving the clutch engaged until the car is nearly at a standstill giving far better results.

This design was thought out by Thomson and Taylor's, and developed by Clayton Devaudre, and many of the parts are in production for other forms of brake gear, which reduces the cost.

The vacuum reservoir gives the inlet manifold plenty of time in which to restore the vacuum, and the usual recuperator tank, placed high up, keeps the system full of fluid. There is no doubt that the new servo gives a better and smoother control than the more usual type with air pressure always on one side of the operating piston.



**AUSTIN**

**fits**

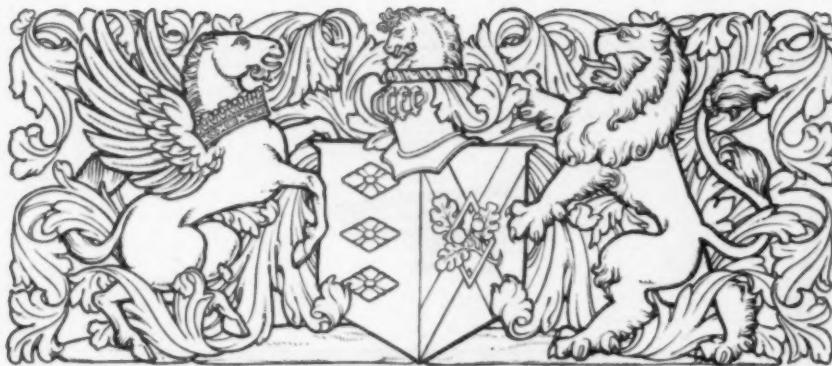
**DUNLOP**

**as standard  
equipment for**

**'DEPENDABILITY'**

**THE WORLD'S MASTER TYRE**

solid/117



GOOD CARS HAVE  
BRITISH  
LEATHER  
UPHOLSTERY

*For luxurious comfort there's nothing like Leather  
Used in the A.40 Somerset and other Austin models*



The A.40 Somerset has a style similar to that of the A.70 Hereford and the new Austin Seven, with long front wings and full-width frontal styling.

## AUSTIN A.40 SOMERSET

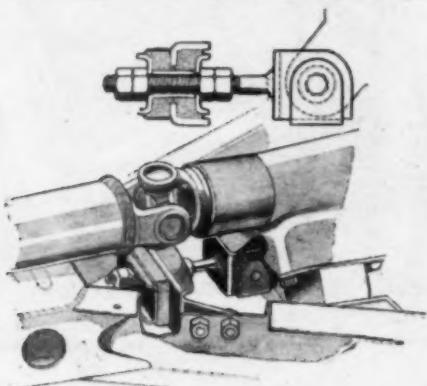
NEW FOUR-DOOR SALOON IS ROOMIER AND HAS MORE POWER

**I**N pursuance of a policy of constantly improving its various models the Austin Motor Co. has introduced a new version of the popular A.40. This is a four-door four-light saloon known as the Somerset and it replaces the four-door six-light Devon.

As the accompanying illustrations show, the appearance of the Somerset follows

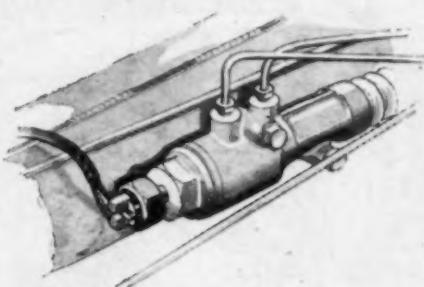
very closely that of the A.70 Hereford and the new Austin Seven. The same style of full-width frontal treatment is used, and the front wings have long sweeping lines which are continued across both doors to meet the lines of the rear wings. At the rear a swept tail forms a locker which houses the spare wheel and provides a capacious luggage space.

This new body is of all-steel construction and it is mounted on the well-tried A.40 chassis, which has proved its robustness of construction the world over. Certain detail modifications have been incorporated in the chassis, but the specification remains virtually unaltered. At the same time there have been added two additional body mounting points, one at



There is an hydraulic stop light switch operated from the hydraulic brake system.

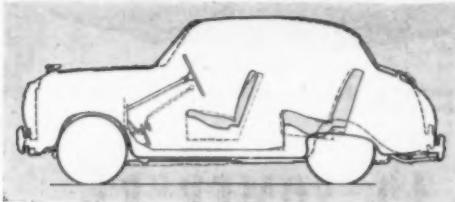
A rubber buffer fore-and-aft engine location stay is mounted between the rear of the gear box and the frame cruciform.





Familiar in frontal appearance, the new Austin Somerset has a die-cast grille. Separate side lights are mounted on the wings.

## NEW AUSTIN A.40 . . . continued



The A.40 Devon (dotted line) and the new body (solid line) superimposed for comparison.

each side about in line with the toe-board, making ten in all.

This has had an important result, for the body is of higher torsional stiffness than its predecessor and, through the additional mountings, it has added nearly 50 per cent to the overall stiffness of the complete car. This is rather surprising in view of the fact that there is no metal-to-metal contact between the body and chassis, the mountings incorporating rubber sandwiches which, however, are bolted up fairly tightly. In fact, the virtues of unit construction and separate body and chassis are combined to some extent, the extra torsional rigidity being obtained, but the road noise level being kept to a minimum.

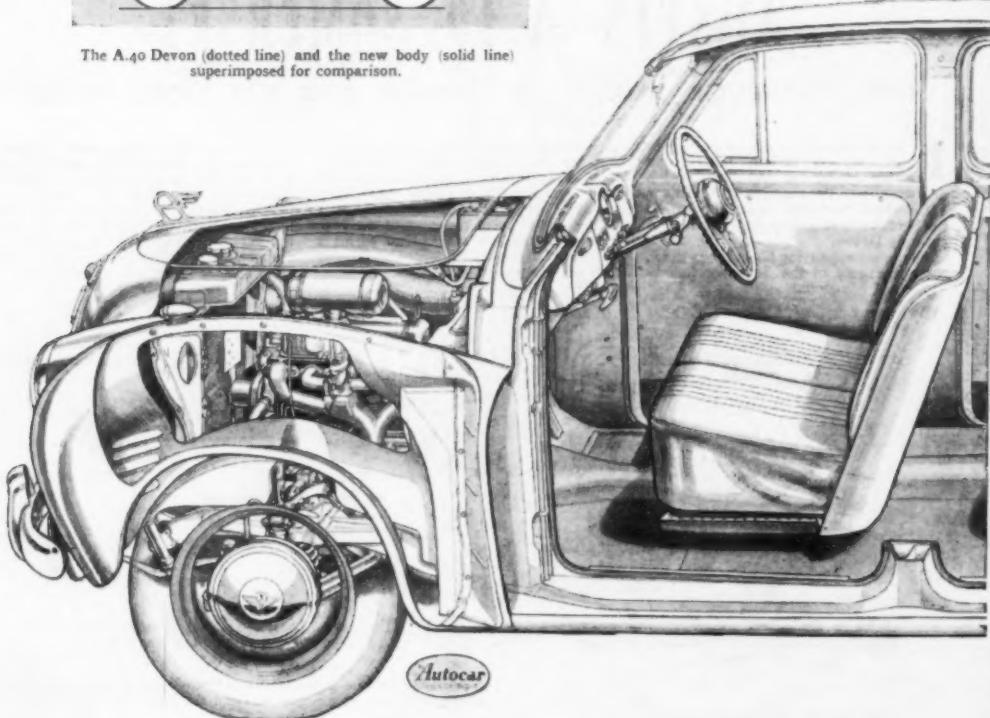
The new Somerset appears altogether a larger car than the previous Devon. This is not so much a matter of actual dimensions as of line and proportions, for the overall length is only 6½in greater, there being approximately 3in more overhang at both front and rear. The roof line is practically unaltered, so is the

seating plan, except that the rear squabs are 1in thinner, owing to the use of moulded Dunlopillo upholstery, although this adds 1in to the distance from toe-board to rear squat.

Width has been increased, however, and the curved windscreen glass is 4½in wide, 4in wider than on the Devon. The screen has also been given more rake, its base being 3½in further forward. This allows more room for the steering column gear change, for the arrangement of demister slots in the top of the facia, and for the conduits leading to them, also for the wiring and connections to instruments. At elbow height there is an increase in width of 1in all through the car, and the floor width is 4in more.

By adopting four instead of six windows it has been possible to move the standing pillar 4in rearwards, thus adding the same amount to the width of the front door. As the rear door shut line is moved 12in further back, there is, again, an increase in the width of the rear door of 8in. These wider doors—they are, in fact, identical with those of the Hereford—make access to both front and rear seats much easier than in the Devon.

Main door windows open under the control of winders and the front triangular panels are hinged to open for ventilation. The similar rear panels are fixed. The rear window is also of curved glass and is 32in wide by 8½in deep, an increase of 4in in width and 2½in in depth. It will be appreciated, therefore, that visi-



bility both ahead and astern has been improved. All doors are rear opening, and have concealed hinges and push-button locks. The driver's door has a barrel-type lock and the other three doors can be locked by the interior handles, but the rear doors have an additional safety device for use when children are carried. This is operated by turning the escutcheon of the door handles, which has the effect of securing the door internally but allows it to be opened by the external push-button handle.

An appreciable increase in luggage space has been obtained by making the tail locker 5in longer; the spare wheel is carried on the locker floor. Hinged at its bottom edge, the locker lid has a metal stay each side to support it in the open position. It also carries loops for the attachment of straps to secure extra luggage carried on the lid. The rear bumper, which is of the same section as the front one, is set higher than on the Devon and it improves the balance of the appearance.

Dust sealing has been given special attention round the luggage locker lid, at joints in the body, and round the doors, where it is double. A continuous sponge rubber strip is used for the outer seal of the doors and a rubber roll, partially trimmed, for the inner one. A moulded sponge rubber strip is used in the door shut edge and fits closely round the hinges. As dust sealing is of great importance in overseas markets one car is selected from the assembly line each week and

tested in the dust tunnel at M.I.R.A.'s proving ground.

Another important feature is that the bonnet surround and front cowl, carrying the radiator grille and head lamps, is easily withdrawn as a unit to give access to the engine for maintenance tasks. It is secured by eight bolts which are themselves readily accessible, and does not carry any wiring or accessories; the head lamps have push-on connectors which alone have to be disconnected to allow the unit to be withdrawn when the bolts have been taken out.

From the production angle there are several interesting features in this new body. Apart from the doors there are certain other items common to other models, such as the die-cast radiator grille and the rear wings. Then there is an absence of exposed joints which need loading with solder in the interests of appearance; the joint of the roof pressing with the tail pressing is made by spot welding, the roof overlapping the tail, and the joint is hidden by a bright bead along the waist line across the doors. A pressing is used for the rear seat pan, and its shape matches the underside of the moulded Dunlopillo cushion. A graduated depth of rubber is a feature of the cushion, this being thickest where the occupants' weight mainly falls and yet providing adequate support for the legs.

Apart from ample head and elbow room, the leg room also is generous,

#### SPECIFICATION

**Engine.**—4 cyl., 65.48 x 89 mm, 1,200 c.c., push-rod o.h.v., 42 b.h.p. at 4,300 r.p.m., max. torque 62 lb ft at 2,500 r.p.m. Three-bearing crankshaft; submerged gear-type oil pump; oil capacity 7 pints; AC fuel pump supplying Zenith VIG carburettor from rear  $\frac{1}{2}$ -gal tank.

**Transmission.**—Dry single-plate clutch and 4-speed gear box in unit with engine; synchromesh second, third and top gears; overall ratio 5.28, 8.13, 12.88 and 20.54 to 1. Open Hardy Spicer propeller-shaft and needle-roller bearing universal joints. Spiral bevel final drive.

**Suspension.**—Independent front, coil springs and wishbone links on rubber bushes. Half-elliptic underslung rear springs with reverse camber. Double-acting hydraulic dampers front and rear. Anti-roll torsion bar at rear.

**Steering.**—Cam gear with spring-spoked 17in diameter wheel.

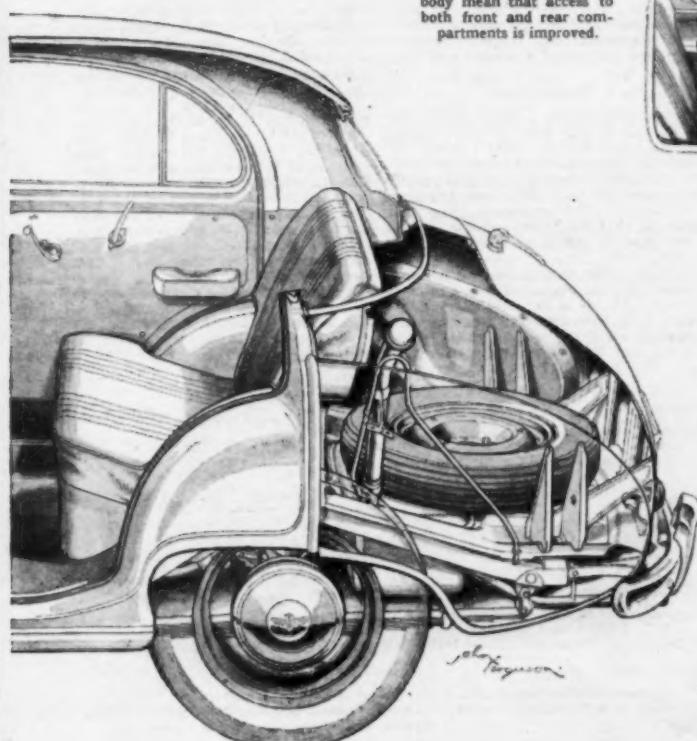
**Brakes.**—Girling hydraulic; two-leading shoe at front.

**Wheels and Tyres.**—Pressed-steel disc with Dunlop E.L.P. 5.25-16in tyres.

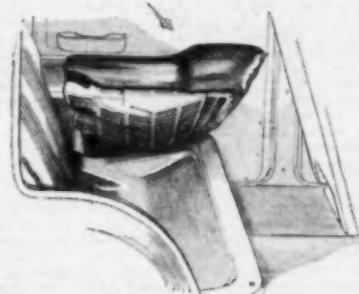
**Electrical System.**—Lucas 12-volt with 38-ampere-hour battery.

**Dimensions.**—Wheelbase, 7ft 8½in; track, 4ft 0½in front, 4ft 2in rear. Overall length, 13ft 3½in; width, 5ft 3in; height, 5ft 4in. Weight, with oil and water, but without petrol, 19 cwt 14 lb.

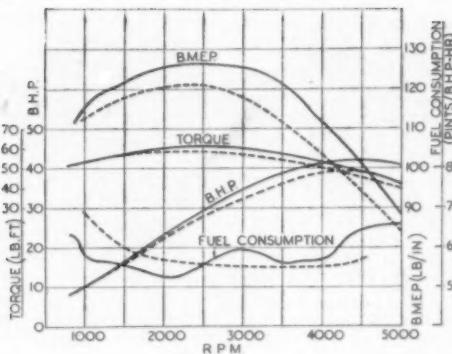
The wider doors of the new body mean that access to both front and rear compartments is improved.



A recessed rear seat pan accommodates a foam rubber cushion with extra depth at the point where the greatest weight is supported.



Door locks are "child-proofed" by turning the escutcheon plate.



Performance curves of the old (dotted) and the new engine (solid lines).

## NEW AUSTIN A.40

continued

partly owing to the design of the seating. Toe-boards are provided beneath the separately adjustable front seats, which also have useful recesses beneath them. The seats are trimmed in leather in partly pleated style and Vynide is used for the door trim. Elbow rests are fitted on the rear doors and act as door pulls, the front doors having metal pulls to match the interior handles and window winders. The roof is trimmed in cloth, and provision is made in the centre of the roof peak for attachment of a radio loud speaker without the necessity of removing the head lining. A sun visor is fitted for the driver.

Instruments are centrally grouped in the steel facia in a detachable panel, so that wiring and other connections are readily accessible. The instruments have indirect lighting; the centrally placed speedometer has four small rectangular dials flanking it at a lower level, these being respectively, from left to right, fuel gauge, ammeter, oil pressure gauge and radiator thermometer. Beneath them are four control knobs for choke, wipers, panel light and starter. Two small red indicating lamps are for the main head lamp beam and ignition. At each end of the facia is a glove box with lid, and below the facia is a masking board, in each end of which an ash tray is conveniently located. Below the instruments is the control for a fresh air inlet which admits clean air from behind the radiator grille through a large flexible duct. Provision is made for a heater which is an optional extra. Both fixed head and sliding roof models will be available.

Hinged at its rear edge, the single-panel bonnet top carries the familiar winged "A" motif, which forms the bonnet catch. In the base of the motif a barrel type lock is provided, as used for the driver's door and locker lid, so that the bonnet can be secured.

Equipment is comprehensive and in addition to items already mentioned there are separately mounted wing lamps, which can therefore be seen to be illuminated at night, twin stop and tail lamps, a large flat base to the tail pressing to receive the number plate, which is illuminated by a lamp concealed and also protected by the bumper, interior roof light, interior driving mirror, twin Windtione horns, direction indicators, dual screenwipers and foot-operated dip switch. A Stevenson jack is operated by a wheelbrace from within

the car to lift one side at a time. At the centre of the three-spoked steering wheel is the horn button carrying the Austin heraldic decoration.

Other modifications include small but important changes in the engine, which has the cylinder head developed for the A.40 Sports model, incorporating larger inlet valves and ports. Stronger valve springs are fitted and a Zenith VIG carburettor. This down draught instrument incorporates a pump for rapid acceleration and an automatic air bleed for maximum economy. The split-skirt aluminium alloy pistons now have concave tops, and carry two compression rings, one plain and one taper, and one slotted oil-control ring.

### More Power

As a result of these changes more power is developed and there is less pinking. Accordingly, it has been possible to alter the rear axle ratio from 5.43 to 1 to 5.28 to 1, so that despite a slight increase in weight the same fuel consumption is maintained. The maximum b.h.p. is now 42 at 4,400 r.p.m. and the engine can attain a maximum speed of 5,500 r.p.m.

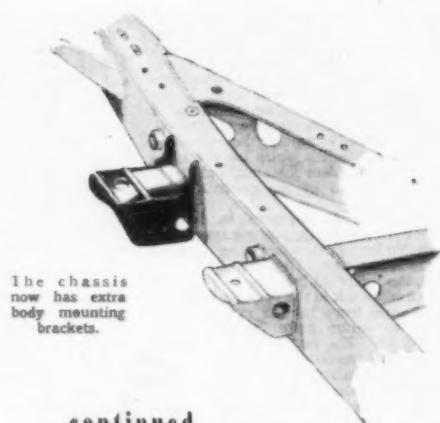
Other engine modifications include the mounting of the by-pass filter on a bracket on the right side of the crankcase, all wires being formed in the bracket so that external connections are eliminated. Built-in vacuum ignition control is provided

and the coil is now fitted on the right front engine mounting bracket, thus reducing the length of the leads. The coil h.t. terminal has a waterproof cap.

The third motion shaft of the gear box is splined to receive the sliding end of the propeller-shaft, and is extended in a housing which provides a large plain bearing to take the propeller-shaft load. A lug on the rear of the extended housing receives two Harris rubber bushes for the pin of a stirrup which runs back to a rubber sandwich mounting on the frame cross-member, thus locating the engine in a fore and aft direction without direct metallic contact. The Hardy Spicer needle-roller universal joints each have a grease gun nipple, so that the bearings can be recharged about every six months.

Another modification is that the rear axle gear carrier is now an aluminium casting, to reduce unsprung weight. The Armstrong dampers at the rear have been increased to 1½in diameter, as at the front. Girling brakes have full hydraulic operation and the master cylinder has the stop-light switch incorporated in the end of it, this being operated by hydraulic pressure.

It will be realized that the new A.40 Somerset saloon has more about it than merely a restyled body. The chassis has proved itself to be thoroughly robust in many countries where roads are rudimentary and the lessons learned from this wide experience have led to the adoption of the modifications described.



The chassis now has extra body mounting brackets.



In appearance the new Austin A.40 Somerset four-light saloon follows the styling set by the A.70 Hereford and the new Austin Seven. The shapely rear panel encloses a capacious locker.



## The Autocar ROAD TESTS

### No. 1455: NASH RAMBLER STATION WAGON

**T**HIS journal has recently had the opportunity of testing another of the "small" cars in production in America. Whereas some manufacturers have approached the small car market with a view to producing an economical car with an austerity finish, the Nash Rambler (an example of which was made available by Nash Concessionaires, Ltd., London) caters for the quality range of the American small car market. At first glance the station wagon body style may be considered somewhat unusual because of the lack of open wheel arches at both front and rear. The shape of the body may be the results of wind tunnel investigations, as Nash have for some considerable time been interested in reducing body wind resistance, and a number of tests on body styles were carried out in the large wind tunnel at the University of Wichita, U.S.A. This dual-purpose vehicle has ample luggage space as well as a generous carrying capacity for passengers.

The six-cylinder side valve engine of 2.8-litre capacity is well up to its job of propelling the car, and although the mean maximum speed obtained under standardized conditions was a little less than 76 m.p.h., under favourable conditions on the road speeds around a genuine 80 were obtained in one direction. Disregarding ultimate maximum speed, which is, of course, not a prime consideration in a vehicle of this nature, it is found that low speed acceleration is extremely good and this ensures that even when fully laden the car will have a performance well above the average for a "goods carrying" vehicle of this type. The ability to get off the mark and up to cruising speed in a very short space of time enables the car, in a well-laden condition, to average over 40 m.p.h. with a gradient of around 1 in 10 can be climbed quite easily on top gear, while those of the 1 in 6 variety are climbable on second gear.

The suspension ensures a comfortable ride over fairly rough roads and there

The Rambler has an exceptionally clean external appearance, the sides of the car above the rubbing strip being unbroken by wheel-arch lines.

#### DATA

**PRICE** (basic), with station wagon body, \$1,815 (at factory) = £648 4s at \$2.50 = £1.

Not available in Great Britain.

**Extras** : Overdrive, \$89 = £3 16s.

**ENGINE** : Capacity : 2,830 c.c. (172.6 cu in). Number of cylinders : 6. Bore and stroke : 79.3 × 95.2 mm. (3 1/2 × 3 1/2 in).

**Valve gear** : side valves.

**Compression ratio** : 7.25 to 1.

B.H.P. : 62 at 3,800 r.p.m. (60.2 B.H.P. per ton, laden).

**Torque** : 138 lb ft at 1,600 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 17.3 (overdrive 24.7).

**WEIGHT** (with 5 gallons fuel), 234 cwt (2,630 lb). Weight distribution (per cent) 53 F; 47 R. Laden as tested : 271 cwt (3,044 lb). Lb per c.c. (laden) 1.07.

**TYRES** : 5.90 — 15in.

Pressure (lb per sq in) : 24 F; 26 R.

**TANK CAPACITY** : 16½ Imp gallons.

**Oil sump**, 8½ pints.

**Cooling system**, 18½ pints (plus 1 with heater).

**TURNING CIRCLE** : 29ft 6in (L and R). Steering wheel turns (lock to lock) : 3.

**DIMENSIONS** : Wheelbase 8ft 4in.

Track : 4ft 5½in (F); 4ft 5in (R).

Length (overall) : 14ft 6in.

Height : 5ft 2in.

Width : 6ft 1½in.

Grounded clearance : 8in.

Frontal area : 23.3 sq ft (approx.).

**ELECTRICAL SYSTEM** : 6-volt 90 ampere-hour battery.

Head lights : Double dip, 36/36 watt.

**SUSPENSION** : Front, independent ; coil springs mounted above wishbones. Rear, half-elliptics.

#### PERFORMANCE

##### NASH RAMBLER STATION WAGON

| ACCELERATION : from constant speeds. |              |        |
|--------------------------------------|--------------|--------|
| Speed, Gear Ratios                   | Time in sec. |        |
| 30-60                                | 4.75         | 7.131  |
| Top to 1                             | 1.0          | 11.396 |
| 10-30                                | 7.9          | 5.3    |
| 20-40                                | 8.3          | 6.1    |
| 30-50                                | 15.1         | 9.9    |
| 40-60                                | 19.5         | 12.7   |

From rest through gears to :

| M.P.H. | sec  |
|--------|------|
| 30     | 5.8  |
| 50     | 14.5 |
| 60     | 21.9 |
| 70     | 34.1 |

Standing quarter mile, 22.7 sec.

##### SPEEDS ON GEARS :

| Gear | M.P.H.<br>(normal<br>and max.) | K.P.H.<br>(normal<br>and max.) |
|------|--------------------------------|--------------------------------|
| Top  | 75.5 (max)                     | 122                            |
|      | (79.0 best)                    | 127                            |
| 2nd  | 40-53                          | 64-85                          |
| 1st  | 18-33                          | 29-53                          |

\* Overdrive.

**TRACTION RESISTANCE** : 52.6lb per ton at 10 m.p.h.

##### SPEEDOMETER CORRECTION : M.P.H.

| Car speedometer | 10  | 20 | 30 | 40 | 50 | 60   | 70 | 80 |
|-----------------|-----|----|----|----|----|------|----|----|
| True speeds     | 9.5 | 19 | 28 | 38 | 47 | 56.5 | 66 | 79 |

##### TRACTION EFFORT :

| Top    | 263 | Equivalent Gradient |
|--------|-----|---------------------|
| Second | 385 | 1 in 5½             |

##### BRAKES :

| Efficiency    | Pedal Pressure (lb) |
|---------------|---------------------|
| 72.5 per cent | 143                 |
| 69.0 per cent | 100                 |
| 55.0 per cent | 50                  |

##### FUEL CONSUMPTION :

22 m.p.g. overall for 286 miles (12.8 litres per 100 km).

Approximate normal range 20-25 m.p.g. (14.1-11.3 litres per 100 km). British Fuel fuel.

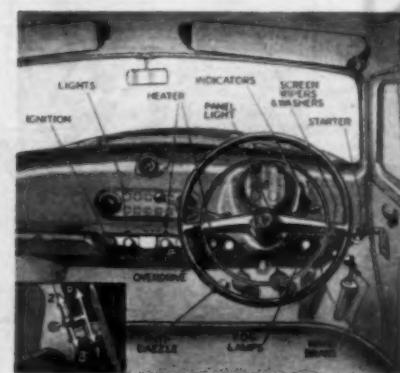
**WEATHER** : Damp surface. Light veering wind.

Air temperature 30 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Traction effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of July 21, 1950.





A full-width bumper blends neatly with the rubbing strip extensions that completely surround the car. On the scuttle just in front of the windscreen is the air intake for the thermoelectrically controlled heater. Forward-facing engine compartment ventilators are fitted at each side of the wing in front of the door line.



From a three-quarter rear angle the Nash Rambler presents a long sleek exterior. A pleasing impression of traditional station wagon design is produced by imitation graining on the top of the body panels.

## ROAD TEST

is very little pitching. On the other hand, roll on corners is noticeable in the one-up condition and tends to be excessive with a full complement of passengers in the rear seats. A variation of the normal coil spring and wishbone independent front suspension is used on the Rambler; the springs are mounted above the outer ends of the wishbone, as distinct from the normal position between the wishbones. The steering characteristics seem to change rather more than one would expect between the laden and unladen conditions. With two up plus a small quantity of luggage the car corners very well, the steering is responsive, and there appears to be about the right degree of understeer. On the other hand, fully laden the car has a definite tendency to oversteer. Owing to the lightness of the steering (three turns from lock to lock) the car can readily be manoeuvred in a confined space, and the covered-in front wheels do not seem to restrict the steering lock. On the other hand, to provide adequate clearance the sides of the car must be made wider than they would be otherwise, and therefore vulnerable.

The car under test was fitted with a three-speed synchromesh gear box coupled with a Warner kick-down overdrive unit. A pull-and-push control under the edge of the facia panel enables the overdrive to be locked out of action. When the overdrive knob is pressed the unit comes into operation at road speeds above about 28 m.p.h. The operation is semi-automatic, as to obtain the overdrive ratio it is

The interior layout presents a neat appearance. The car is trimmed in two-colour cloth upholstery, and the front half of the floor is completely covered by a rubber mat. All the instruments and warning lights are grouped in a round unit under a curved glass cover, seen conveniently through the steering wheel.



**continued**

necessary to release the throttle momentarily to allow the engine speed to fall so that it synchronizes with the reduced engine speed required, but the slight delay is scarcely noticeable under general road conditions.

To regain normal drive (either top or direct second, depending upon the position of the gear lever) it is necessary only to depress the throttle pedal fully. This action closes the switch which momentarily cuts the ignition, and enables the change to take place at any speed. With the overdrive locked out the car has its full measure of engine braking at all speeds, while when the overdrive unit is in operation engine braking is available at speeds above the cutting out speed of the overdrive (about 25 m.p.h.)—that is, covering the general range of open road performance. Below this speed a free wheel comes into operation and consequently no engine braking is obtainable at low speeds.

### Clutchless Changes at Low Speeds

For open road driving it is very useful to perform the operation equivalent to changing into a high third gear in a four-speed box, for passing other traffic, for example, merely by depressing the throttle pedal. When the facia control is in the overdrive position the free wheel which operates below the cutting-in speed of the overdrive permits clutchless gear changes to be made—that is, at speeds applying in close city traffic conditions.

At high speeds with the overdrive unit in action the car is extremely quiet and pleasant, and wind noise is very low. The side-valve engine, a type well known for its smoothness, also makes very little noise at high speed. The very high-gearaged overdrive top (3.063 to 1) produces only a moderate amount of engine braking when the throttle is closed and this tends to create the impression that the car is free-wheeling at high speed, but this is not so in actual fact. Slightly better braking from high speed would be advantageous on a car with such good carrying capacity. Low speed stopping is quite satisfactory, although a certain amount of flexibility appears to exist in the brake pedal mechanism. No fade was experienced during the strenuous and abnormal conditions of performance testing.

The driving position is good, with plenty of room for arms and legs. A slight depression in the centre of the floor over the gear box does not restrict free movement of the driver's left leg. A two-spoke steering wheel is set at a nice angle and is pleasant to hold. The upholstery in the front seats is comfortable, yet the driver feels that he could be more firmly supported. A back rest that was more nearly vertical would be appreciated.

The gear lever and the self-cancelling control for the flashing light type of direction indicators sprout from each side of a pressing enclosing the steering column, while the minor controls are grouped on both sides of the column; the centre of the facia houses a radio when such equipment is fitted. The gear change has a different feel from its counterpart on some other cars; the mechanism can best be likened to a spherically mounted remote control, as compared with a gate change. The hand-brake control is placed very low down



Left : Easy access to the rear compartment is provided by the two-piece rear door. Access to the spare wheel and tools (centre) is by means of a hinged lid in the floor of the luggage

compartment, and (right) to increase the luggage capacity the back rest of the rear seat folds down flat. The cushion is then placed vertically and protects the back of the front seat.

and a little to the rear and to one side of the throttle pedal, in a position that makes it not altogether convenient to use.

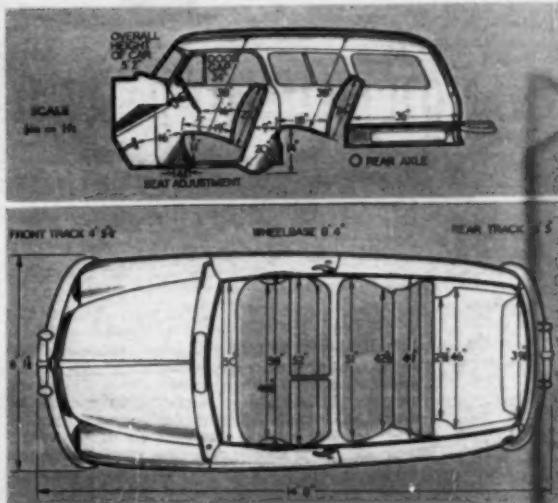
In spite of the fact that the car's overall height is relatively low, because of the low floor level the Rambler has adequate head room, but from the driving seat the bonnet line appears to be quite high, and it is not possible to see the left wing line in a right-hand drive car, and this, especially in view of the car's width in the region of the front wheels, is a disadvantage.

The Rambler is very well equipped; it is completely trimmed and the rear seats are quite comfortable. They can be folded down to increase the luggage-carrying capacity when required. Access to the rear of the body is provided by a two-piece rear door hinged at top and bottom. It is noticeable that the clamps and fittings used for this equipment are very well made and easy to operate; the top part of the lid, being spring loaded, is easily set in the open position when required.

Tools and spare wheel are carried in a separate compartment under the rear of the floor. To remove the spare wheel it is necessary to raise a hinged portion of the floor, and consequently before this can be done any luggage must be removed. The rear doors and the illuminated drawer fitted below the facia are both lockable and provided with a different key from that used for the side doors. Locking the Nash is particularly convenient, as it is possible to lock either door from the inside by means of the handle, or to lock or unlock either from the outside by means of the ignition key; there is a safeguard against locking oneself out of the car by means of the handles. This arrangement is very convenient when parking in a confined space.

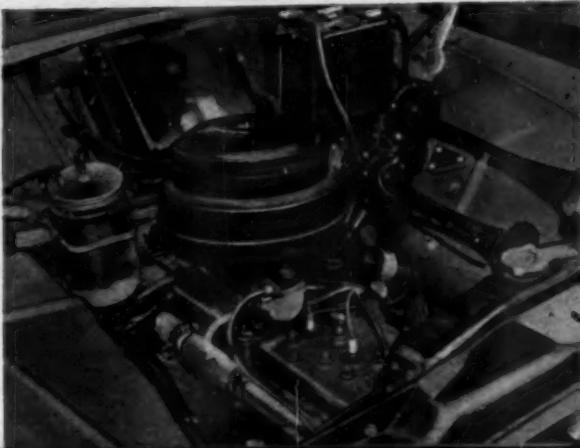
The double-dip head lamps have a very good range and give an adequate spread of light. No doubt because the system was of American origin, in the dipped position the light shone to the right. The loading of the car also had a considerable effect on the beams; whereas in the two-up condition the direction of the lamps was very good, when it was fully laden the lamps were pointing up too much. The suction-operated wipers work strongly, but "dry up" almost at once during acceleration.

Instrument lighting is sufficiently bright, yet not distracting to the driver. Illumination of the clock mounted on the facia above the radio grille, and of the speedometer (which also contains water temperature and fuel gauge and warning lights for the head lamp high beam, dynamo charge and oil pressure), is controlled by a three-position switch which also switches on the interior light at the rear of the body and a useful light shining downwards under the facia; the last-mentioned is also switched on automatically when either of the two doors is opened. There is no connection between the instrument panel light and the main light switch, so that it is not possible to use the facia as a tell-tale to indicate whether the side lights are switched on. An automatic choke is fitted and cold starting, even at temperatures a little below freezing point after the car had been left in the open overnight, was extremely good.



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

Behind the large circular air cleaner is the heater unit; the 6-volt battery can be seen above the twin trumpet pattern horns. The inlet manifold is internally moulded in the engine castings, and a simple exhaust manifold is clipped to the side of the cylinder block.





## NORTHUMBERLAND—SAGA

Bamburgh, one of the great feudal seats of the county. The vast castle is built on a basalt crag.

### BYWAYS IN A COUNTY KNOWN TO MANY ONLY FROM THE TRUNK ROAD

MANY of you will have some knowledge of Northumberland. It is a county through which people dash when going somewhere else. The Great North Road, A1, premier road of Britain, attains some of its fastest stretches through Northumberland, exerting a magnet-like attraction on most motorists, so much so that, with the speedometer needle exploring rarely frequented territory, it needs iron self-control to slow down and turn off this magnificent highway in search of quiet byways. But once you have done so traffic instantly subsides. An atmosphere of rustic seclusion steals over the scene. Miles away you can still see the long line of double telegraph poles denoting A1, and if you listen carefully a dim roar tells of traffic anxious to get away and leave you in peace to explore the haunting, age-old charm of an historic but elusive county. Henceforth you will carefully consult large-scale maps to make certain you keep off the Great North Road.

For many years I had found Northumberland aloof and forbidding. Many, many times I passed by along A1, often willing to stop a day or two to explore; but cold North-



Wild white cattle, descendants of the aboriginal cattle of Britain, at Chillingham.

umbrian sea-frets, rain or dull, dismal weather discouraged closer acquaintance. Last summer I took the plunge and arranged advance accommodation for a thorough tour of England's northernmost county. Northumberland relented and a week of gorgeous weather permitted exploration of some of the most remote and fascinating places in the country.

First objective was the Coquet valley, a dale conveniently explored from Rothbury, a busy little market town enjoying increasing popularity. Good hotels cater for visitors, houses cluster round a well-kept green steeply climbing to the top of the town, a once-beautiful bridge crosses the Coquet where you can bask on green banks; and the neighbouring Cragside estate, lavished with rhododendrons, encourages visitors in the summer.

Negotiating a lane to Biddlestone, on the edge of the Cheviots. The tractor shared gate-opening duties.



According to the maps, Alwinton, or possibly Limbridge, marked the end of Coquetdale for cars, so, being anxious to get a glimpse of the Cheviots, I followed narrow lanes to Snitter, Netherton, Ellaw and a place marked on the map as Mount Slowly. Here, a rough, sandy, gated track crept along the edge of the Cheviots and picked a furtive way to Biddleston Hall. This apology of a road was negotiated in company with a farm tractor. We took it in turns to open gates, and progress was slow and carefree. Perfumed air swept down from the grassy Cheviots. It was hot, dusty and drowsy, and, apart from the tractor driver, the farmer and myself, the world was asleep.

We parted company at Biddleston and by devious ways I descended to the Alwin, a lonely river diverging from the Coquet towards its source near Bloodybush Edge. There are many secluded valleys dipping deep into the heart of the Cheviots and I expected to have reached journey's end at Alwinton, a sleepy little hamlet dozing in the sun, where thirsty cattle sought refreshment from a wimpling stream meandering across the green. To my surprise a good but narrow road led farther up the dale. In approximately a mile I found myself at the start of a military road penetrating an artillery range officially closed to the public during firing practice. At other times cars are permitted, but there must be no wandering from the roadside.

To my mind, having had my full quota of Service life, the only good things that come from wars are the few roads we pick up from time to time leading to remote spots—places formerly accessible only to the walker. Somewhat naturally, thrifty county councils do not build roads leading to places so incredibly lonely that all you can do when you get there is to come back. Of this calibre is the military road to the head of Coquetdale. It seemed to go on for ever.

by G. Douglas Bolton

Every mile brought new and more magnificent scenes. Lovely indeed is Linbridge, where many tracks diverge and the new road crosses the Coquet high above a rocky gorge. On this hot Sunday one or two visitors were having a dip in the river. A few cars were parked around but I continued to Shillmoor, where a suspension footbridge crossed the carefree Coquet to a group of farm buildings nestling cool and grey beside the water.

Coquetdale crept round Shillhope Law and for four miles the road led through the heart of the Cheviots with turf-covered slopes rising from the roadside. At Windyhaugh, a lone farmstead, it seemed the road must surely end. But no, narrow though it was, and fitting the wide Austin like a railway line, this most diverting of routes cautiously followed the winding and ever-narrowing valley to Carshop and Carl Croft until finally, after a lot of cornering, the road expired at Blindburn, nine miles farther up the dale than Alwinton and in probably the loneliest spot accessible by car in England. The Scottish border is only three miles away and Blindburn is as near the centre of the Cheviots as one can get. Yet the ancient Romans thought nothing of pushing a road along the tops of the hills and building a camp three miles south-west of Blindburn; pity the poor legionaries who had to serve there!

#### Seek Out the Source

After this triumphant climax the lower reaches of the Coquet between Alwinton, Harbottle, Hepple and Rothbury seemed tame by comparison, and by far the best course is to follow the Coquet from estuary to source, the scenery gradually improving the whole way. East of Rothbury the Coquet is a retiring river and much careful map-work is needed before you reach Warkworth; also, for an uneasy moment during which vague memories stray from the past, you will find yourself on A1 at Felton. But the beauty of Warkworth, with its 14th-century bridge and 12th-century castle, makes an excellent introduction to the Northumberland coast. This is a coast of castles, mostly built in the grand manner. Even fast travellers cannot miss Alnwick Castle, as it is visible from the Great North Road where it crosses the River Aln by the picturesque Lion Bridge. A1 is narrow here, so be sure to park your car in Alnwick and walk down to the river.

Alnwick Castle, seen from the river, is a breathtaking sight; it maintains the traditional splendour of medieval England. Although much restored, this great castle, stronghold of the ancient house of Percy, originates from Norman days. The 14th-century gateway, which you can see from A1 before descending to the Lion Bridge, makes a forbidding

The upper reaches of Coquetdale, at Shillmoor. A military road leads up the dale.





## NORTHUMBERLAND—SAGA

Bamburgh, one of the great feudal seats of the county. The vast castle is built on a basalt crag.

### BYWAYS IN A COUNTY KNOWN TO MANY ONLY FROM THE TRUNK ROAD

MANY of you will have some knowledge of Northumberland. It is a county through which people dash when going somewhere else. The Great North Road, A1, premier road of Britain, attains some of its fastest stretches through Northumberland, exerting a magnet-like attraction on most motorists, so much so that, with the speedometer needle exploring rarely frequented territory, it needs iron self-control to slow down and turn off this magnificent highway in search of quiet byways. But once you have done so traffic instantly subsides. An atmosphere of rustic seclusion steals over the scene. Miles away you can still see the long line of double telegraph poles denoting A1, and if you listen carefully a dim roar tells of traffic anxious to get away and leave you in peace to explore the haunting, age-old charm of an historic but elusive county. Henceforth you will carefully consult large-scale maps to make certain you keep off the Great North Road.

For many years I had found Northumberland aloof and forbidding. Many, many times I passed by along A1, often willing to stop a day or two to explore; but cold North-



Wild white cattle, descendants of the aboriginal cattle of Britain, at Chillingham.

umbrian sea-frets, rain or dull, dismal weather discouraged closer acquaintance. Last summer I took the plunge and arranged advance accommodation for a thorough tour of England's northernmost county. Northumberland relented and a week of gorgeous weather permitted exploration of some of the most remote and fascinating places in the country.

First objective was the Coquet valley, a dale conveniently explored from Rothbury, a busy little market town enjoying increasing popularity. Good hotels cater for visitors, houses cluster round a well-kept green steeply climbing to the top of the town, a once-beautiful bridge crosses the Coquet where you can bask on green banks; and the neighbouring Cragside estate, lavish with rhododendrons, encourages visitors in the summer.

Negotiating a lane to Biddulph, on the edge of the Cheviots. The tractor shared gate-opening duties.



According to the maps, Alwinton, or possibly Linbridge, marked the end of Coquetdale for cars, so, being anxious to get a glimpse of the Cheviots, I followed narrow lanes to Snitter, Netherton, Elilaw and a place marked on the map as Mount Slowly. Here, a rough, sandy, gated track crept along the edge of the Cheviots and picked a furtive way to Biddlestone Hall. This apology of a road was negotiated in company with a farm tractor. We took it in turns to open gates, and progress was slow and carefree. Perfumed air swept down from the grassy Cheviots. It was hot, dusty and drowsy, and, apart from the tractor driver, the farmer and myself, the world was asleep.

We parted company at Biddlestone and by devious ways I descended to the Alwin, a lonely river diverging from the Coquet towards its source near Bloodybush Edge. There are many secluded valleys dipping deep into the heart of the Cheviots and I expected to have reached journey's end at Alwinton, a sleepy little hamlet dozing in the sun, where thirsty cattle sought refreshment from a wimpling stream meandering across the green. To my surprise a good but narrow road led farther up the dale. In approximately a mile I found myself at the start of a military road penetrating an artillery range officially closed to the public during firing practice. At other times cars are permitted, but there must be no wandering from the roadside.

To my mind, having had my full quota of Service life, the only good things that come from wars are the few roads we pick up from time to time leading to remote spots—places formerly accessible only to the walker. Somewhat naturally, thrifty county councils do not build roads leading to places so incredibly lonely that all you can do when you get there is to come back. Of this calibre is the military road to the head of Coquetdale. It seemed to go on for ever.

by G. Douglas Bolton

Every mile brought new and more magnificent scenes. Lovely indeed is Linbridge, where many tracks diverge and the new road crosses the Coquet high above a rocky gorge. On this hot Sunday one or two visitors were having a dip in the river. A few cars were parked around but I continued to Shillmoor, where a suspension footbridge crossed the carefree Coquet to a group of farm buildings nestling cool and grey beside the water.

Coquetdale crept round Shillhope Law and for four miles the road led through the heart of the Cheviots with turf-covered slopes rising from the roadside. At Windyhaugh, a lone farmstead, it seemed the road must surely end. But no, narrow though it was, and fitting the wide Austin like a railway line, this most diverting of routes cautiously followed the winding and ever-narrowing valley to Carshope and Carl Croft until finally, after a lot of cornering, the road expired at Blindburn, nine miles farther up the dale than Alwinton and in probably the loneliest spot accessible by car in England. The Scottish border is only three miles away and Blindburn is as near the centre of the Cheviots as one can get. Yet the ancient Romans thought nothing of pushing a road along the tops of the hills and building a camp three miles south-west of Blindburn; pity the poor legionaries who had to serve there!

#### Seek Out the Source

After this triumphant climax the lower reaches of the Coquet between Alwinton, Harbottle, Hepple and Rothbury seemed tame by comparison, and by far the best course is to follow the Coquet from estuary to source, the scenery gradually improving the whole way. East of Rothbury the Coquet is a retiring river and much careful map-work is needed before you reach Warkworth; also, for an uneasy moment during which vague memories stray from the past, you will find yourself on Al at Felton. But the beauty of Warkworth, with its 14th-century bridge and 12th-century castle, makes an excellent introduction to the Northumberland coast. This is a coast of castles, mostly built in the grand manner. Even fast travellers cannot miss Alnwick Castle, as it is visible from the Great North Road where it crosses the River Aln by the picturesque Lion Bridge. Al is narrow here, so be sure to park your car in Alnwick and walk down to the river.

Alnwick Castle, seen from the river, is a breathtaking sight; it maintains the traditional splendour of medieval England. Although much restored, this great castle, stronghold of the ancient house of Percy, originates from Norman days. The 14th-century gateway, which you can see from Al before descending to the Lion Bridge, makes a forbidding

The upper reaches of Coquetdale, at Shillmoor. A military road leads up the dale.





## Northumberland Saga . . . continued

One of the rusty old Fords which operate on the Beal sands between Holy Island and the mainland.

entrance to the outer ward. Lifesize stone figures in fierce attitudes lean down from the embattled walls and discourage visitors.

If you are staying in Alnwick it is worth applying for a permit to visit the Abbey gatehouse, the park, and Huine Priory. The 15th-century Hotspur Gate, in the town centre, is a relic of the medieval walls.

Once across the Lion Bridge I said farewell to Al half a mile to the north and turned off to Denwick and Craster, reached by a network of unfrequented lanes. Craster lay soaked in evening sunshine, an incredible old-world fishing village where I was intrigued by the Jolly Fisherman Inn.

For the next few days I stayed at the Dunstanburgh Castle Hotel at Embleton, a surprisingly comfortable hotel, noted, and rightly so, for its good cuisine. The best way to reach the ruined castle is to drive down to the golf course beyond Dunstan Stead and then walk along the path to Castle Point, a stroll of rather over a mile. Dunstanburgh must have been impregnable in its day, as it occupies a rocky outcrop descending steeply to north and west. To the east, basaltic cliffs descend to the surging sea. The great gatehouse guards the southern approach.

### The Vast Bamburgh Castle

It was necessary to book a day in advance for a trip to the Farne Islands. Frequent trips are made from Sea Houses, and, given good weather, the excursion can be a memorable experience. In bad weather the trip must be quite unforgettable. Although I had a day to wait my time was not lost. I viewed the Farne Islands from St. Aidan's Dunes (National Trust) and then pushed on to Bamburgh, a village dominated by a castle so vast, so majestic and so magnificent that it flickers before one's gaze like the realization of childhood's dreams. The Norman keep, dating from 1164, adds an ancient touch to an incomparable scene. The huge bulk of the castle is proudly displayed on a basalt crag and, if I sought to impress Americans, to Alnwick and Bamburgh we would go. For as I was shown round the castle—as the only visitor. Afterwards I came down to earth and drove to Beadnell, which provided tea at a nice little café facing the sea. The National Trust lime kilns, worthy of preservation though they be, failed to rouse me to new heights of enthusiasm, though many people come to Beadnell specially to see them.

Fortune was kind and next day turned out fine and clear with a sea like glass. The small motor launch chugged steadily north-east from Sea Houses and headed towards Knivestone, most distant of the Farne Islands. This remote rock was alive with seabirds and basking seals. We slackened speed to watch the great green, glassy rollers cream over the rocks; an entrancing scene. The seals were a



friendly crowd and gazed at us from the freedom of Knivestone with that complacent, smug look we are apt to wear when viewing seals at the Zoo.

We altered course and came to the Longstone Lighthouse—made famous by the exploits of Grace Darling—and then picked our way through a maze of islets to Staple Island, where we were welcomed by a bevy of birds, mostly guillemots, looking like a family of dwarf penguins. We crept close to the sheer savage cliffs but did not land. The sea swilled suddenly against the base of the rocks and the birds screamed at us from above. I was glad when we reached the largest of the islands, Inner Farne, where we landed. A robust old salt relieved us of 2s 6d a head and warned us not to walk on the nesting birds.

Along the cliffs I enjoyed a little bird photography, dodged many nesting birds, walked round to the Lighthouse, made my way to Prior Castell's Tower, puffed my way to the top and looked down to the 14th-century chapel. The view extended to the little anchorage, where for one horrid moment I thought the boat was going without me. Despite the speed with which I left my lofty viewpoint it was possible to appreciate something of the strange magic of this lonely archipelago, inexpressibly beautiful on this perfect June day.

My next adventure called for careful organization. In a former article the tidal road to Sunderland Point in Lancashire was described—a solid tarred road safe enough if you keep to it. There is nothing solid or conspicuously safe about the trip to Lindisfarne. The road abruptly terminates in Beal Sands which stretch out to a river (visible only at low water) and far beyond to the immense expanse of Holy Island sands. A line of posts cuts straight across and if you are going on foot that is your best route. It would appear to be the way adventurous motorists should go too, but, despite the absence of any warning notices, I was told that no car could get across that way.

A second line of posts headed to the north-east. I drove on to the mud, thought twice, and reversed back. A follow-

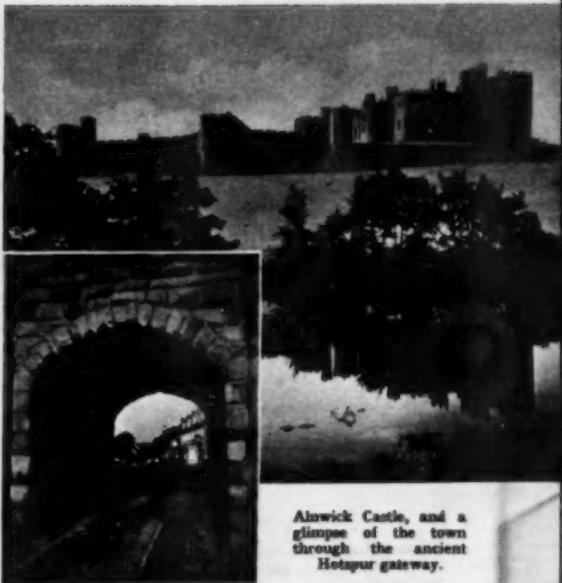
ing big car tried to turn on the mud, promptly sank and had to be towed out. I then paddled across to the river and saw a couple of taxis making the crossing from Holy Island. They lurched and splashed through the river, bumping hideously, and revealed themselves as ancient Fords in a ghastly state of decomposition. Their aspect was so horrible that I hastened back to my immaculate Austin and followed the taxi to their base. There I booked a passage to coincide with low tide next day, and although a return fare of 18s may seem excessive for a four-mile crossing, believe me it is cheap at the price. Any motorist who takes a good car across deserves to be ostracized by his fellows!

Next day I had a pleasant chat with the driver of my taxi, a vintage Ford of high ground clearance. All was red rust without and there was not much comfort within. Before the war, according to the driver, cars were bought for this heart-breaking task for about £4, and with luck lasted the season. Nowadays, even decadent veterans being a bit dearer, fares were up; but however carefully cars were maintained, this route spelt death in a very short time. Nothing is worse than the corrosive effect of salt water.

### Material for Nightmare

We followed a trackless route, not keeping to the posts at all; no stranger could find it. We navigated lagoons and great salty pools. The river had wire netting over the bottom and there was nothing wrong with it except its depth. Then we headed for Snook Point and bowled along over golden sands in fine style. According to the local guide-book the sands are perfectly safe for walking or driving. Actually, apart from damage by salt water, the only danger, even if a motorist lost his route (only too easy), would be from wheels failing to bite in the mud or by being caught by the tide. Then, if the tide came in, as it assuredly does at a great speed, he could leave the car and, provided he could run fast enough, swarm up one or other of the two refuge posts which might be within a couple of miles of his position. I am convinced this is the cheapest taxi route in Britain!

Lindisfarne Castle (National Trust—open on Thursday afternoons) is built on a cone of rock, a gorgeous little



Alnwick Castle, and a glimpse of the town through the ancient Hotspur gateway.

castle straight from fairyland. Quite captivated, I walked back to the village and explored the red sandstone Benedictine Priory, founded in 1083. One could spend carefree days at Lindisfarne, given the right weather, and there are several hotels. Rarely have I left a place with such regret. We were soon hurtling across glorious sands and then deep into the mud and ooze, followed by a wobbly fording of the River Lindis.

On yet another fine day I drove through open country giving fine views of the Cheviots and came to Chillingham. By courtesy of the Earl of Tankerville I was permitted to stalk and photograph the wild white cattle of Chillingham. This unique herd has been in existence for over 700 years, and the cattle are said to be the direct descendants of the original wild ox of prehistoric times. At rare intervals a calf is born; there was one on this occasion. To stalk the herd in the 600-acre park is quite an experience, and the keeper gave me due warning that if I approached the calf the cow would charge. Moreover, if anyone touched the calf the rest of the herd would kill it. So we did our stalking with a stream at the rear which we could jump when the cow charged.

As I drove into historic Berwick-on-Tweed the sun shone in splendour on the three famous bridges, and this ancient border town, which I have known so often in bad weather, was now mellowed and at peace. Its ancient walls and old-world streets spoke of far-off days, and in the summer sun it was good to enjoy recent memories of care-free wayfaring in historic Northumberland—a county where so much of the past is so carefully preserved.



Berwick-on-Tweed, the ancient border town of the three bridges.



Staple Island, a home of guillemots in the Farne Islands.



The guard of honour in front of the palace in the old town of Monaco, where the prize-giving was held.



The Bentley concours winner and its crew : left to right, P. Fillingham, W. M. Couper and P. Woosnam-Mills. W. M. Couper has now won the concours four years in succession.

## Sunny Finale : SEAL IS SET ON BRITISH TRIUMPH IN THE MONTE CARLO RALLY

(Rally afterthoughts will be found on pages 180-182)



Mme. Greta Molander, with her sky-blue Swedish Saab, won the Coupe des Dames and was second in the third category in the Concours de Confort.



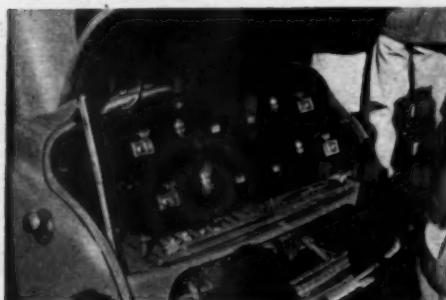
Sydney Allard receiving first prize from Prince Rainier of Monaco —a proud moment for Great Britain. Allard's victory was very popular amongst the British contingent.

The two successful British teams which respectively filled second and first places in the rally. From left to right: Desmond Scannell, John Cooper (Sports Editor of "The Autocar"), Stirling Moss, Sydney Allard, Guy Warburton and Tom Lush.





A general view of the scene on the Casino terrace at Monte Carlo, with the cars lined up in the sunshine for the judging of the Concours de Confort. Third car in the line is W. M. Couper's Mark VI Bentley, winner of the Grand Prix d'Honneur.



The first prize in the second category in the concours was awarded to the beautifully fitted Hillman Minx of M. B. Anderson and R. M. Hastie ; these two pictures show (right) the elaborately equipped driving and navigating compartments and (left) the cases and tool tray in the luggage locker.

The official Mercedes-Benz team, which carried off the manufacturers' team prize in the rally and the similar award in the concours. The three cars were driven by Kari Kling, Rudolf Caracciola and Hermann Lang, here seen with their co-drivers during the concours.



# ACCESSORIES

## WIDE REAR WINDOW FOR TOURERS

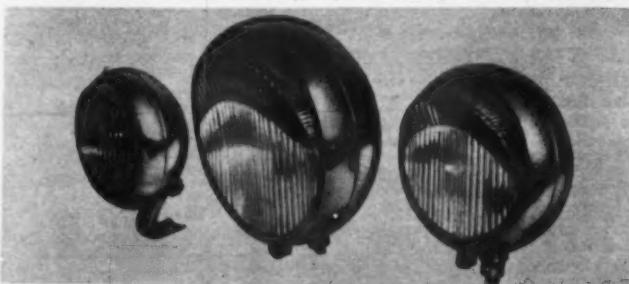
ONE of the drawbacks to the use of touring cars is poor vision through a small rear window when the hood is up. These windows have had to be small to avoid damage to them when the hood is folded. But one of the transparent flexible materials recently developed, polyvinyl chloride plasticized, may have solved the problem, for it can be repeatedly folded and more or less maltreated without suffering damage for some time. Moreover it is tough and so pliable that a fairly thick section can be used. The Coventry Hood and Sidescreen Co., Meteor Works, Queen Victoria Road, Coventry, have experimented with it, and are now producing the Hodscreen All See rear window by means of which existing



The Hodscreen plastic rear window.

touring car hoods can be converted to a very wide rear window extending slightly round each corner at the back. The visibility is, of course, excellent. The cost of converting an existing touring car hood to incorporate the Hodscreen is from £4 upwards, or a new hood incorporating the window can be supplied and fitted from £15 15s.

The development of the Hodscreen for drophead coupés, which is a more complicated matter, is under consideration.



Three Hella fog lamps, the Model 120 with golden glass, the large 180 and its smaller version, the 130.

## NIGHT DRIVING SPECTACLES

HERE have recently come forward spectacles which are specifically designed for driving at night, and which have given interesting results on test. They were issued to a successful team in the Monte Carlo Rally.

These glasses have lenses of Continental origin, of golden sodium vapour glass, with a metallic mirror top portion which allows a given degree of light to filter through to the eye. Such a mirror can accurately pass a determined percentage of light of all colours; it does not have the defect inherent in a dark-coloured glass of suppressing entirely some lighted objects of a particular colour. Individual colour sensitivities are not a factor, either.

The mirror tops come in the way of the lights of oncoming cars, which remain visible, although they lose all dazzle, but

Mirror-topped tinted spectacles for night driving.

the lower part of the vision with which the driver's side of the road and the path his car is following are seen, is not affected. Ordinary objects are not seen through the top, but lights appear clearly, their use being in fact similar to that of green eyeshades.

Individuality comes into matters of vision and it should be stated that the writer, who wears glasses, found the mirrors very useful as a shield against dazzle but also that they had a bothering effect; he felt an impulse to try to wipe them away; but several other drivers who made tests did not experience this.

The main part of such glasses, the sodium vapour glass, is of a golden tint. In extensive night testing it was found that they yellow, soften and reduce dazzle of oncoming lights considerably, as would be expected, but it was also found that they did not reduce the visibility of dim objects, just within the scope of vision, both lighted and unlighted. They suppress or reduce light only at the top end of the spectrum and the reduction in bright light and light in general reaching the retina of the eye is compensated for by an increase in the dilation of the pupil of the eye, which is normally contracted by anything bright, with the result that dimmer objects are not picked up.

The glasses have another effect (here again considering the sodium vapour glass

which are coming into this country) from Germany. All have the very wide, flat-topped and fan-shaped beam which Continental drivers like.

The Model 110 has a golden glass; it has an overall diameter of 5in and is 3in thick from front to rear; and it costs £2 18s 6d. The Model 130 is larger—6in by 4in—and has a clear fluted glass with a top portion, an overhanging brow, of amber-coloured glass moulded in. Rays from this amber portion melt into the rest of the beam. Its principal purpose seems to be to ensure that any slight stray upwards light, which is bound to occur unless a lamp is an optically perfect and very costly hand-built product, shall be yellow and ineffective. The 130 costs £4 7s.

There is a third and larger model at £5 18s 6d, the 180, which is 7½in in diameter and 4½in deep from front to rear, but otherwise resembles the 130 model.

These Hella lamps, which are sold in this country by Slip Products and Engineering Co., Ltd., Slip Works, 95, Victoria Street, St. Albans, Hertfordshire, are well made. The chromium plating is good and the general appearance neat and elegant. They employ bulbs of the Bosch cap type, carried in holders which are easily withdrawn from the back of the reflectors without disturbing the assembly of glass, rim and reflector. Another good point is the provision of proper leads to earth and terminal.

and not the mirror tops). At night by head lamps which give unidirectional white light the scene tends to be flat and objects of similar tone and colour—such as a grouping of tarmac road, a pile of road stones and a pedestrian's grey flannel trousers—look alike; with these glasses such groupings take on richness and difference. The effect is like that of using a filter for a camera picture, with richer tones of earth, sky and clouds—the comparison is unsatisfactory, but it conveys the effect.

Red rear lights of vehicles take on a redder colour.

Among the makers and sellers of such glasses given in the list below Nupro and Fishel have clip-on versions for people who normally wear spectacles and Nupro also have spectacles of the sodium glass without the mirror tops. Fishel frames include a number of fancy examples for ladies. Claude Rye have an inexpensive framed pair which at £1 5s costs less than the average.

Makers or sellers of the glasses:

Claude Rye, Ltd., 399-401, Fulham Road, London, S.W.6 (metal framed £1 5s); British Continental Syndicate, 10, Hanover Crescent, London, S.W.1 (spectacles £1 7s 6d); 41, Grosvenor Gardens, London, W.1 (clip-on £1 7s 6d); 21, Coram Street, London, W.C.1 (either with or without mirror tops); Nortie Optical Co., Ltd., 19-22, Commercial Road, London, E.1 (clip-on £1 7s 6d); Nupro, Ltd., 2, Netherland Street, London, S.W.6 (with silver metal or plastic frames £3 6s; clip-on £3 17s).



# ROLLS-ROYCE

*The Best Car in the World*



*The dependable Clutch  
for the dependable Austin*



The  
Borg & Beck  
7 1/4"  
Clutch

*The*  
**BORG & BECK**  
CLUTCH

FITTED AS STANDARD EQUIPMENT  
TO ALL AUSTIN CARS INCLUDING THE  
NEW A40 'SOMERSET' SALOON



BORG & BECK COMPANY LTD • LEAMINGTON SPA

*By Irene  
Gillespie*



"Examiners were described to me as ogres."

The temperament of a driver goes a long way towards deciding whether he or she will remain accident-free, and it is very difficult to convey in writing the mixture of emotions that make up a good driving temperament. From long experience, this journal believes that the author of the article on these pages has a particularly favourable driving temperament, which is subtly conveyed in her account of her experiences. Other motorists will no doubt be interested to see if they agree.

## I'm a Motorist— or am I?

### PRE- AND POST-TEST REACTIONS OF THE NOVICE

I HAVE emerged from my chrysalis. No longer am I that low form of life, the Learner Grub. Two months ago I passed my driving test. No butterfly, having burst its bonds and flown off into the trackless highway of the sky, could have felt prouder than I did when the examiner gave me that coveted chit and off I drove to the licensing authority, L plates discarded.

Nobody could have been more timid than I was as a Learner Grub. A number of skids on icy roads in Canada and my experiences on the *autobahn* in Germany had not improved my nerve for motoring, let alone driving. But I had a pressing reason last summer for learning to drive, so I clenched my teeth and took the wheel of the family car. I went through all the horrors of nervousness. In my mind I crashed a thousand times. The approach of a double-decker bus made me want to shut my eyes and get it over quickly.

Some of the things that I did in those early days make me shudder when I think of them now. The noise of my gear changing was horrific. I frequently stalled my engine at traffic lights just as the signal turned green. Once I failed to stop at a pedestrian crossing just as a woman was

pushing a pram over it. She looked murderous and the child too frightened even to cry.

Fortunately for the continuance of my several years of married bliss my husband was away from home during this trying period. Though he had always urged me to learn to drive, he had resolutely refused to be my instructor, and on the only occasion on which he was my passenger we came near to both a first quarrel and a crash.

#### Friends Indeed

My friends, however, suffered. They cut short their lunch hours and took me for little sorties through Gloucester's crowded streets to give me practice. I hope that I still have the friendship of most of them—for they proved themselves true friends—though in more than one case I am afraid the bonds were strained near to breaking point.

Drivers on the whole were, I found, considerate to a learner. But some there were who, having forgotten their own grub-like existence, treated me like the plague—as something to be thrust aside and passed at all cost. Others, often drivers of heavy vehicles, made me feel that they believed in the doctrine of "Might is Right," while the U.S. Army Air Force, whom I encountered more than once on trial runs, turned my mind back to the highways of Germany where, in the American Zone of Occupation, the skull and crossbones signs were captioned with the warning, "Drive with Care—Death is so Permanent."

One friend in particular, a retired "brass hat" and a little pompous, did his best to impress upon me that I couldn't possibly hope to pass the test until I had taken it several times. This succeeded only in spurring me on. I'd pass the first time—or I'd burst. Examiners were often described to me as ogres who smacked their lips over the failure of their victims, who led guileless grubs to their destruction up one-way streets, or distracted their attention from



"Not even the Roman charioteers . . . could have felt more exhilarated than did I."



"... the pros and cons of any incident met during the day's driving."

Gordon Moore 1952

their driving by asking the time. Fortunately my own instructor, himself an ex-examiner, assured me that examiners were really quite nice people; and, trusting him, I was reassured.

My first taste of the real joy of driving came a few days before the test. One glorious day a friend and I left the city behind us and climbed up on to the Cotswolds. From Birdlip to Cirencester I drove along the straight Roman road. In earlier days on that self-same road not even the Roman charioteers, breasting the wind and lashing their horses, could have felt more exhilarated than did I as I went all out "over the hills and far away." That evening my husband, whose licence dates from 1915, kindly but firmly warned me of "beginner's confidence," and the need of gaining road sense.

At last came the day of the test. I woke in a dither and by lunchtime was a nervous wreck. I did, however, put on my best hat and at the appointed hour my instructor met and took me to the trysting place. Before handing me over to my fate he gave me final instructions, while I felt like a small girl once again, setting out for a party, with mother impressing upon me how I must behave.

As in most things which one has had to face, reality was not half as bad as anticipation, and once I'd got going (I confess I *did* try to start without switching on the engine!) most of my nervousness slipped away. The examiner couldn't have been nicer or more reassuring. He did not try to catch me out and all his instructions and questions were clear and straightforward. Maybe I was lucky, but I did feel he wanted to be sure only that I could drive and knew the Highway Code—and that, if so, he would pass me. He did!

### Pride — and Panic

When the ordeal was over and I had been issued with my full licence, I set my course for home, a matter of twelve miles. Half-way there—along a busy highway—reaction set in. Daylight was turning to dusk. I suddenly realized that I was alone, without anyone to guide me should I falter. The last six miles were a nightmare, and only St. Christopher and I know how I managed to get the car safely into the garage. My advice to anyone who takes a test is—don't take the car home alone, even though you want desperately to drive up to the house and show the family that you've done so. Get a friend to go with you or leave the car in the nearest garage until the next day. A test is a strain, even though you think you're tough. It took me a week or two to get over that sudden panic which I experienced through being too cocksure.

Since then I have learned to love to drive, but though I have passed the test and, I hope, have acquired at least some road sense, can I consider that I'm a motorist?

As a new driver I would like very humbly to comment on the Editor's remarks in a recent leading article entitled "Driving Tuition," in which he advocated post-test tuition. I couldn't agree with him more when he says that the

responsible motorist, after he has discarded his L plates, is fully aware that there is still a lot which he must learn. I learn something more almost every time I take the car out. But I am quite convinced that only by driving alone can one learn. I have had, of necessity, to drive quite long distances, almost always by myself, since I passed the test, and I am constantly meeting new situations. There is a tremendous difference between having someone at one's elbow all the time and being turned on to the roads to fend for oneself. The thing I find of the greatest help is to discuss with my husband the pros and cons of any incident met during the day's driving. We sift the evidence and, if it is decided that other action than the one I took would have been better, then another lesson has been learned.

I was more than fortunate in my instructor. As I have said, he is an ex-examiner and now runs his own driving school. It is his aim to make his pupils good drivers, not just to push them through a test. Perhaps I got a little weary of his oft-repeated admonitions to drive on my engine and not on my brakes; and not to wait for trouble but to anticipate it. Oh, how grateful to him I have been since then! Those two maxims which, consciously or sub-consciously, I shall never forget, have prevented my getting into many awkward situations.

Surely being a good driver, if one has been adequately taught, is dependent on an attitude of mind? Though this may sound smug and platitudinous, if one is the sort of person who takes a pride in doing a job well, one will take a pride in driving and be a responsible motorist.

"The doctrine of Might is Right."



THE AUTOCAR, FEBRUARY 9, 1912

LANCASTER MOTOR COMPANY WHITLEY  
*The Cars of Character*



*The Whitley*

ARMSTRONG SIDDELEY



*Mr. Dealer says :-*

*"My experience gives me  
complete confidence in  
**CLEVELAND**"*

# BUGATTI REVIVAL

THE POST-WAR PROBLEMS, ACHIEVEMENTS  
AND PLANS OF A FAMOUS MARQUE

By W. F. BRADLEY

The Bugatti 101.



**A**s we passed from one to another of the war camouflaged buildings forming the Bugatti factory, stumbling over the heads of twisted grouting bolts, contemplating stacks of wreckage, the words "C'est la guerre" fell from the lips of M. Pierre Marco at almost regular intervals. They were uttered philosophically, without any trace of bitterness—a mere expression of fact. "The nationality of the army matters little: whether the troops are British or French, American or German, when they go to war they leave an inevitable trail of destruction and devastation behind them."

No better example of this truth could be found than in this Alsatian car factory. In 1939 it was realized that with the Rhine less than half an hour's ride away, and with the hills to the east of it offering excellent gun positions, the Bugatti factory at Molsheim was dangerously placed. As aviation material was being produced, the French government gave orders for it to be moved right across France to the safety of Bordeaux. The work was done methodically, every crate and box being numbered and every nut and bolt figuring on the triplicated inventories. Because of the nearness of the enemy, loading on the special trains had to be done at night, in complete darkness.

Within a few months of the date of production in the Bordeaux factory, the *feldgrau* troops had swept across France and taken possession of the wine city. The order was given for the Bugatti factory to be moved back to Molsheim and for the staff to report for duty there, for Alsace had become German territory and the young men born there were required for service in the German army. The return was not so orderly, for the inventories had been mislaid, the engineers and the skilled workers found individual retreats, and Ettore Bugatti had no intention of returning to Molsheim, and said so bluntly.

Thus the name Bugatti disappeared and the word "Trippelwerke" ap-

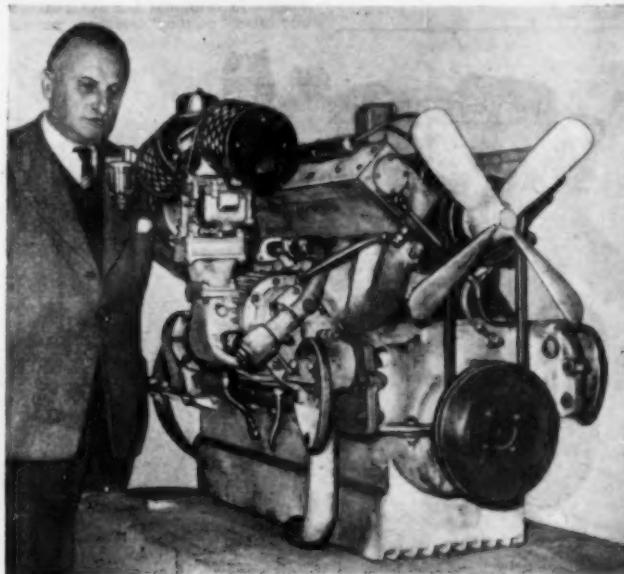
peared in huge black letters on the façade. Herr Trippel produced shells and bombs for the German army and flattered himself that as a reward for his devotion to the Party he would be made the master and owner of a well equipped factory.

Then things happened in Normandy and the invaders scurried eastward, with British, American and French forces at their heels. If the men were individually demoralized, they were held together by ferocious fanaticism, and they refused to give up the advantage of the Rhine without a struggle. The Allied High Command decided that the Strasbourg pocket was too difficult to hold and that the American troops should be withdrawn to the safety of the Vosges mountains, leaving Molsheim and all this Alsatian plain to the Germans, if they liked to return.

Herr Trippel had fled at the first sign of danger, leaving his factory to its fate. But military science said that

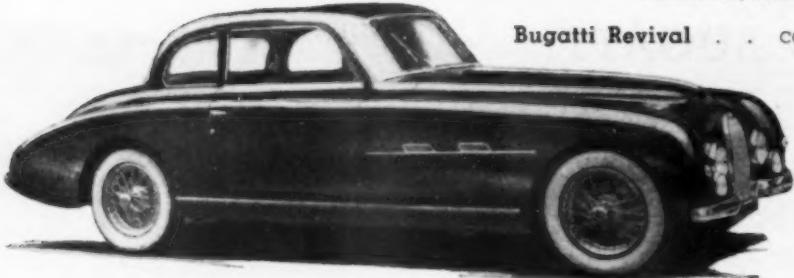
a well-equipped factory should not be left behind for the enemy to pick up. Cincinnati millers, Landis grinders, Gleason gear cutters lay overturned in the dust-filled machine shops. A bomb here and there and the offices went up in flame and smoke. The tanks rumbled up and down the roadways, destroying the underground electrical lines, the water and air mains.

The French government, in 1945, claimed the Molsheim works as a "prise de guerre." Ettore Bugatti contested that right, appealed to the courts and lost; took the case to the highest tribunal in the land and won. When Pierre Marco came to Molsheim on August 1, 1947, he found 600 French marines repairing such machines as the Army had picked up in Germany. "It would be better to say there were 595 labourers in uniform and five engineers." The factory was in ruins and there was not a penny available in cash. We entered a building in which there were 300 wrecked



M. Pierre Marco examines the supercharged 101 engine, which has a side-mounted blower.

## Bugatti Revival . . . continued



A Type 101 with a saloon body by Gangloff.

**TYPE 101 SPECIFICATION**

**Engine.**—Eight cylinders in line, supercharged or non-supercharged. Bore and stroke 72 by 100 mm., 3,257 c.c. Compression ratio 6.5 to 1. Brake horse-power, 195 b.h.p. at 5,400 r.p.m. (supercharged). Six-bearing crankshaft. Two overhead camshafts, with two valves per cylinder. Hemispherical combustion chamber. Roots-type blower. Double inverted Weber carburetor. Ignition by battery and distributor. Pump water circulation with thermostatically controlled radiator shutters.

**Clutch.**—Twin disc, dry.

**Gear Box.**—Four speeds, mechanical, or Cotal as extra.

**Drive Shaft.**—Open type, with two universals.

**Rear Axle.**—Spiral bevel.

**Steering.**—Screw and nut (right-hand).

**Springing.**—Front, half-elliptics; rear, inverted quarter-elliptics, with hydraulic dampers.

**Brakes.**—Hydraulic front and rear, in light-alloy drums.

**Tires.**—6.00-17in on wire wheels.

**Battery.**—12-volt, 120 ampere-hour.

**Tank Capacity.**—22 gallons.

**Wheelbase.**—10ft 10in. **Track, front and rear.**—4ft. 5in.

machine tools. In the foreground were the huge jaws of an electric spot welder. Behind it a crankshaft balancing machine—"a new one will cost us three thousand pounds," stated M. Marco. "In the great pile we picked out turret lathes, broaching machines, multiple-spindle drillers—the whole gamut of metal-working machines—all useless. In one corner of what will soon be a new assembly shop there was a heap of wreckage, topped by a number of costly magnesium cylinder blocks and an experimental Duralumin chassis."

The Bugatti family decided that the life work of "the patron" should not die. There were five direct descendants, not one of whom could take an active part in the revival: Mademoiselle Ebée Bugatti, the eldest daughter; her sister Lydia, now Madame De Boigne; the son Roland, obliged to reside in the south for health reasons; and two young children of a second marriage.

Pierre Marco, who had joined Bugatti in 1919, and had never known any other "patron," was made general

manager of this family organization, for, it is interesting to note in this age of trusts and combines, there are no public shares, no financiers and supporting banks—Bugatti belongs to the Bugatti family.

"I suppose you got Marshall Aid?" I asked.

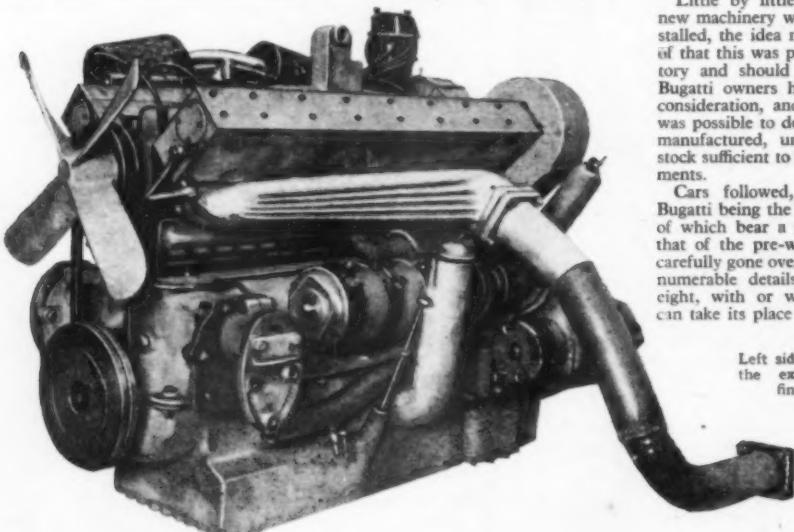
"I do not even know what the words mean," was the reply.

"The war damage was estimated at £1,500,000, and under the French reconstruction plan we are entitled to 70 per cent of the loss. It is recognized that values have changed since 1938, and the co-efficient 18 is applied; but the purchasing co-efficient stands at 30. In four years a little over one-third of the total compensation has been paid."

The first task was that of finding employment for members of the original staff, of retaining the engineers and experts who had rallied around Bugatti during the dark years of the Occupation. There could be no question of building high-class cars, for France, and indeed all Europe, had more urgent requirements.

Little by little, as funds came in, new machinery was purchased and installed, the idea never being lost sight of that this was primarily a motor factory and should again produce cars. Bugatti owners had to be given first consideration, and as soon as ever it was possible to do so spare parts were manufactured, until now there is a stock sufficient to meet normal requirements.

Cars followed, the first post-war Bugatti being the 101, the specification of which bear a close resemblance to that of the pre-war 57. It has been carefully gone over and improved in innumerable details, until this straight eight, with or without supercharger, can take its place with the élite of the



Left side of the 101 engine,  
the exhaust manifold is  
finned for cooling.

world's cars. The engine of the 101, which has a piston displacement of 3,300 c.c., now develops 135 h.p. without the supercharger and 190 h.p. with it. The pre-war figure of the non-supercharged 57 was 110 h.p. at 5,500 r.p.m. The higher power has been obtained by better manifolding, resulting in a more even distribution of the gases, and by changes in the supercharger, including measures to remove all damage in case of a blow-back. Suspension details have been closely studied. The Cotal gear box can be supplied as standard, if desired, but a five-speed Bugatti box is nearing completion. I had an opportunity of going on the road with both models, and while it was impossible to carry out timed speed tests, the ability of the car to travel fast was evident and the acceleration of the supercharged model was wonderful. The roadholding ability was wonderful, but this did not involve any harshness in the suspension.

drums are in Duralumin, with iron liners. Front suspension is independent, with a transverse spring and wishbones. It is too early to go into further details—suffice it to say that the 102 is a thoroughbred.

At present the factory is full of contrasts, certain sights filling one with sadness and certain others with real admiration at the stern and steady determination to rebuild to the former glorious efficiency. Of the main office buildings, over which Jean Bugatti presided with such skill, there remains a charred wall with gaps for windows and as a frontal, in huge insolence, the word "Trippelwerke." In the old days every shop had a varnished oak door with a highly polished plate and Yale lock. Eleven years of neglect have caused the varnish to vanish and pilferers have discovered that they could make good use of the locks at home.

chassis assembly shop with monorail overhead conveyor in the true Bugatti style of blue and cream. Concrete beds are being laid and new machines are being installed. One department is working on the reconditioning of machine tools, for there is a two-year delay in getting supplies from America and the price is high.

It is thrilling to follow the trail of this build-up, every penny left over after the wage bill has been met and overhead charges have been covered being added to the trickle from the French reconstruction department for the purchase of essential plant and machinery.

In pre-war days Bugatti owners who went to Molsheim to take delivery of a new car enjoyed the hospitality of the Hostellerie du Pur Sang. This private home will shortly replace the former home for members of the family.

The springs pass through the pads of the front axle of the Type 101 Bugatti.



Of light alloy, the ribbed differential casing of the rear axle is machined to a beautiful finish.

A sight which would gladden the eyes of any "Bugattist," or, indeed, any lover of sporting cars, was the new 1,500 four-cylinder sports model, known as the 102. Lest enthusiasts should rush in to place orders, let it be said that under the policy of building up slowly, without loans or external aid, it will be some time before the 102 comes on the market. It has all the Bugatti earmarks, with the four cylinders of 78 by 80 mm forming a single casting with a fixed head, mounted on an aluminium base chamber and provided with liberal water space completely around the whole length of the barrels and around the valve seats—the valves, of course, are inclined in the head and operated by two overhead camshafts. Unlike the 101 design, the chain-driven timing gear is at the front, in a housing entirely separate from the cylinders, and receives the pumps for either wet or dry sump lubrication. Remove the radiator and everything is accessible. The gear box, which probably will have five speeds, is under the driving seat, separate from the engine, to give better leg room and to shorten the propeller-shaft. The differential housing is in Alpax, the big diameter brake

But these are non-essentials and the real effort has been and is being made to build up manufacturing efficiency.

Perhaps the Bugatti would be described as a hand-made car, but this does not imply that it is produced by skilled mechanics with a file and a scraper as the only tools. Indeed, the proportion of high-precision tools and equipment per worker must be higher in a factory of this type than in the huge mass-production works. In the tool shop five expensive jig borers are in operation, and these will very shortly be moved to a constant temperature shop now nearing completion. The chemical and metallurgical laboratories are complete. In a building the walls of which are still plastered with "Verboten" signs, four modern engine test beds are being installed to replace the temporary ones at present in use. The pattern shop is a model of its kind. The heat-treatment installation is of the latest type. The iron, aluminium and bronze foundries are in production. There is a

The number of engineers who worked directly under the control of Ettore Bugatti is high, this resulting from the fact that "le patron" made great efforts to hold his staff together during the Occupation, paying their salaries out of his own pocket and often protecting them against deportation. Thus the Bugatti spirit is pronounced. Nevertheless, a shortage of skilled labour was foreseen, and this was met by the opening of an apprentice department for the young men and improvement classes for the older mechanics. The first order was a difficult one: the production of jigs and tools for the Citroen Company. The first few months were difficult and costly ones for, by reason of inexperience, scrap was high. The spirit of the men, however, was excellent. They realized their deficiencies, were willing to accept low wages and to work hard, until now the apprentice school is producing skilled hands who are taking their place in the main factory.



## CORRESPONDENCE

The Scottish village of Carmarnock under a blanket of snow.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET LONDON, S.E.1

### RAINBOW CORNER

Why is There a "Colour Code"?

[63989.]—How much formalism has there become established in car colours? The more sedate the style, the more sombre the colour—black for the town limousines, light colours for the sports cars. This formalism is, as one might expect, consistent with clothes—particularly with men's clothes, theirs being the more formal.

But, as with all conditions of formalism, there is a characteristic inconsistency. The Jaguar sports saloon looks best in black. Black does not suit the Consul at all well. It looks its best in the standard green which has been chosen, whatever other colour one may imagine it in.

The correlation between type and colour is recognized, but what are the differences in styles that condition this correlation? In other words, how much extra formalism has there become established? It would be very interesting to discover.

This could be shown by finding out what cars, by common consent, look best in one colour more than others. Manufacturers could make a valuable contribution by supplying instances of particular models being favoured more in one colour than in another.

INFORMAL.  
Ilford, Essex.

### SUSPENSION

Away With Independence!

[63990.]—I have concluded that the complications of i.f.s. and i.r.s. are completely wasted on the average motorist. So far as i.f.s. is concerned, there are altogether too many bearing surfaces to wear and require attention; tyre wear is increased

and toe-in can vary all too easily when parts become worn. In i.r.s., unless the drive casing is insulated from the frame, transmission noise can be transmitted to the chassis frame. It has the advantage that it can easily be removed from above and taken to the bench when work upon it is necessary. The theoretical advantage of elimination of torque effect and wheel-spin is not, in fact, very noticeable.

Neither of these suspensions comes into its own until either fast driving over rough roads or fast cornering is indulged in. Neither of these is the normal habit of the average motorist, who invariably slows down on rough roads regardless of type of suspension fitted.

My own opinion is that neither i.f.s. nor i.r.s. has any place on the ordinary family car. I suggest that if our theorists applied their minds to developing rubber suspension with ordinary beam axles, and made a genuine effort to "simplify" rather than complicate, it would serve a much more useful purpose.

A. E. MARSH.  
Plymouth.

### SEEDY SALESMEN

Disappearance of the High-pressure Approach

[63991.]—There was a time when I had a profound respect for those intrepid warriors of the motor industry—the car salesmen. They could sell you a car at the drop of a hat, and you had only to gaze into their showroom windows for a few seconds before they fell upon you. How times have changed! The old fire has gone out of them, and now they have become like elderly tom-cats, snoozing by the fire while the mice play unheeded round their tails!

Take my own case, for example. I wanted to buy a good second-hand pre-war car, for which I was ready to pay in the region of £2,500. I accordingly wrote to half a dozen firms, telling them my requirements, and the amount I wished to spend, and then waited for the avalanche.

Very little happened. Firm A did send down a car post haste for my inspection—at £3,250. The radiator was leaking and there was rusty water all over the bonnet, a piece fell off the running board when I stepped on to it, and after a trial run

of less than a mile the car ran out of petrol. Firm B wrote back enthusiastically to say they had just the car I wanted, a photo of which they enclosed. The photo was not in the letter, and I received a telegram the next day to say that it was being despatched immediately. I have heard nothing since. Firm C offered me quite a nice car, but owing to a typist's error, which went uncorrected, it was offered to me at nearly £3,000 in excess of its correct price. Salesman D arrived at my front door with a car at £2,500, but when I asked to see the locker he told me that this could be seen only by prizing it open with a large screwdriver, which he had forgotten to bring. Firms E and F did not even trouble to answer my letter. Of the two cars actually brought down for my inspection, neither had been washed for weeks.

Shades of the pre-war salesmen! What of that gallant band who could drop a customer in his tracks at 50 yards with one loud cry of exultation, and who could woo a prospective buyer with all the ardour of a Hollywood star? "Take it or leave it" is the modern slogan.

Rottingdean, Sussex.

## CARS UNDER COVENANT

### A Defence of the Present System

[63992.]—I have read the letter [63951] by Mr. W. E. Currie, of Manchester. In the first place this gentleman is entirely wrong in the wording of the letter. The B.M.T.A. is doing, I consider, a very difficult job in a very gallant way, and I think it should be made clear that when such cars as are sold during the period of the original Covenant become available to the original distributor, the operative wording is that the price paid to the customer who wishes to dispose of his motor car must not exceed original cost including purchase tax. We, as motor traders, must then resell that car at a figure not exceeding the original list price plus the original purchase tax plus 10 per cent.

This is probably not a journal where one can enter into an argument as to why nobody is permitted to make a "high" ratio of profit, and any fair-minded motorist—and, we are pleased to say, among our customers we have many—will understand that the amount of money we have to lock up in stores, in equipment—in general, the all-over service to those who patronize our business—exceeds very many times the pre-war cost. Therefore, until motor cars can become available once more for the customers' individual preference the system by which the B.M.T.A. controls the supply of new cars operates as smoothly as is firmly believed any such system can operate under present conditions.

If any motorist wishes to approach his dealer he will find in the majority—especially with an established business—that we welcome with open arms the time when we can sell our new cars freely for quick delivery and can fairly compete for purchase of the second-hand car which the customer wishes to dispose of, and the motorist must come to understand that the time is very rapidly approaching when he will have to pay for his motor-ing, and not make a separate untaxed income by the disposal of his Covenant-free new car.

Norwich.

STANLEY J. BOSCHIER, Chairman,  
Boschier and Pattenden, Ltd.

### Protection for the Owner

[63993.]—The facts as set forth in the letter by Mr. W. E. Currie [63951] sound deplorable, and calculated to raise the hackles of any right-thinking man in indignation.

There is, however, the other side of the picture which should be given equal prominence. The Covenant scheme, evolved in stages after much consultation amongst the best legal brains and encouraged by the Government, is an attempt to see that cars go into the hands of people who really wish to use them and not to speculate in them. Without it speculation would have been rife. Instead of joining in such activity, however, as the retail motor trade might easily have done, having the handling of much-sought-after goods which in practically every case appreciate substantially immediately on delivery, it voluntarily restricted itself to selling at manufacturers' list prices, adopting the Covenant scheme as a legal means of ensuring that the customer played fair likewise. By their doing so a sum authoritatively estimated at over a hundred million pounds has been saved in late years by the car-buying public.

If, having purchased a car and signed the Covenant, an owner finds that after all he does not wish to use it but to sell, he will be immediately released from his bargain and, in most cases, receive back every penny of the money which he spent, having had the use of the car in the meantime. This can hardly be described as an "unenviable position." If the trader through whom it was sold now finds himself in a position to make a profit on the transaction, it is very small compensation for the losses

which, as a member of the trade, he has voluntarily accepted. Should a car owner, wishing to be released from the Covenant into which he has entered, become free to sell at any price which he could obtain, the whole Covenant scheme would fall to the ground and an instrument devised for the greatest good of the greatest number would be destroyed.

It must be remembered, too, that there is no compulsion, save the desire to purchase a new car, to sign a Covenant, and in these days of scarcity to enter into one is an agreement usually made at the time of signing the order.

May the day soon come when supplies of new cars will meet all outstanding orders, and when Covenants, quotas, declarations and all similar hateful features of a restricted market will be swept away. (And then, if pre-war experience is any guide, a purchaser of a new car who decides to sell it soon after will find that he receives some 75 per cent and not 100 per cent of the list price.)

C. M. WALKER, Director,  
Cheltenham, Gloucestershire. Walker and Ward, Ltd.

## NUMBERS

### Spot on for a TD

[63994.]—The XK120 is not the only car that can have an apt registration number in this country (letter [63831] December 7, 1951).

The photograph is of an M.G. TD that belongs to Mr. Howard



"MGTD"—an appropriate registration in Connecticut.

Metzger, of East Haddam, Connecticut, who is extremely proud of his appropriate MGTD "number."

Other interesting Connecticut plates that exist include an XK120 with GRRR and a jaunty Jowett Jupiter tourer with BURP as a registration!

ROBERT N. TUTHILL,

Springfield, Mass., U.S.A.

## FLY 1

### Memories of Some Older Number Plates

[63995.]—I was very interested to notice that Lord Brabazon has FLY 1 for his latest car's registration plate, and since he is the holder of pilot's licence No. 1, this is indeed appropriate.

This subject has always been of great interest to me, and I have noticed some rather interesting number plates throughout the years. For example, the first plate issued here in Leeds was U 1, which was for years carried by magnificent Rolls-Royces and later by a resplendent Wolseley Twenty-five. U 2 was also transferred from car to car for many years, and when last I heard of it was on a Rolls-Royce hearse somewhere in Hertfordshire.

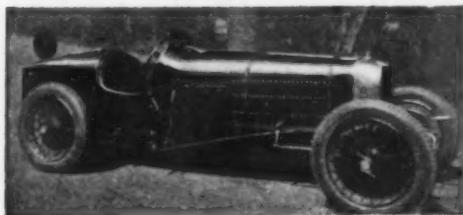
Ian Appleyard had ANW 100 for his post-war S.S.100, and when he was to obtain his XK120 he was hoping to procure JAG 120. I pointed out to him that this would belong to the Ayr County Council and would not be issued for many years, and so he had to be satisfied with NUB 120.

It appears that many people will go to a good deal of trouble to obtain interesting number plates, and I believe H.R.H. Princess Elizabeth uses HRH 1 through the kindness of a Hull motorist who obligingly transferred it. I remember the chairman of the Greyhound Racing Association opened an office for a week in a Derbyshire town during 1939 in order to obtain GRA 1. Jack Barclay has his JB 1 and Tommy Trinder his TT 1. Doubtless there are many others of similar interest.

Leeds.

JACK M. REISS.

## CORRESPONDENCE . . continued



### VINTAGE HISTORY

#### Information on the O.M.'s Activities

[63996.]—As I had some association with the O.M. racing stable in 1928 I may be able to shed a little light to add to that already given by Mr. V. F. Ross [63956].

The car at present owned by Rolland L. Jerry appears to be a standard touring car of 1928, the super sports model of '29 and '30 being considerably lower and with a sloping radiator. In addition to the 2-litre side valve model raced so consistently and successfully by R. F. Oats, there was a "one off" o.h.v. six-cylinder, three-carburettor car and also a 1,500 c.c. straight eight twin o.h.c. blown model, beautifully made but extremely uncomfortable and not particularly sprightly. This car, after bursting the Roots-type blower, was run unblown with four R.A.G. carburettors and startling results, and if my memory is correct won the President's Gold Plate in 1929 at 114 m.p.h. when driven by A. V. Wilkinson.

Enclosed are photographs of the last mentioned and one of Oats' usual mount, although, of course, he drove all the cars at various meetings.

C. E. WILSON,  
London, N.W.3.

### R.A.C. RATED H.P.

#### A Classic Example of Anomaly

[63997.]—While glancing through some back numbers of your excellent journal, I came across the most conclusive evidence that the licensing authorities use the most inefficient method of calculating h.p. ever invented (for pre-war cars). Quoting engine size from your Road Tests we have the Ferrari 212, capacity 2,562.5 c.c., taxable h.p., 34.4. The Aston Martin DB2 has a capacity of 2,580 c.c., taxable h.p., 22.6. The difference in capacity is 17.5 c.c., the difference in h.p. is 11.8.

Upon seeing this I sympathize with any pre-war car owner who is robbed under this antiquated system of tax extraction.

J. HUNT.  
Northampton.

### PERFORMANCE

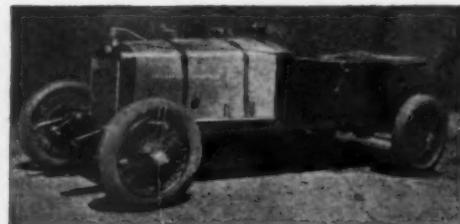
#### Consistency—and the Exception

[63998.]—Your recent test of the 4½-litre Bentley brings to one's notice once again how (barring exceptional circumstances) a car's performance is governed primarily by its power-weight ratio. Being the owner of a pre-war 4½ I am well aware that the fascination of this car depends less on sheer performance than that of most, but let that pass. What is interesting is that after fifteen years' slow deterioration of performance, owing to added weight in successive models, a slight stepping-up of engine size has now brought it back to roughly where it started, as the following table shows.

| BENTLEY SALOON        |         |       |       |       |         |  |
|-----------------------|---------|-------|-------|-------|---------|--|
|                       | 4½ 1936 | 1937  | 1947  | 1950  | 4½ 1951 |  |
| Lb per c.c.           | 0.86    | 0.91  | 0.94  | 0.96  | 0.89    |  |
| Top Gear Ratio (to 1) | 4.10    | 4.10  | 3.727 | 3.727 | 3.727   |  |
| Maximum Speed ..      | 90.91   | 89.02 | 90+   | 86    | 100     |  |
| Acceleration          | sec.    | sec.  | sec.  | sec.  | sec.    |  |
| 0-50                  | —       | 4.9   | —     | 6.5   | 4.5     |  |
| 0-50   m.p.h.         | 10.5    | 12.7  | 12.5  | 13.9  | 10.2    |  |
| 0-60                  | 15.5    | 17.1  | 17.5  | 18.8  | 15.2    |  |
| 0-70                  | 21.1    | 24.2  | 25.8  | 28.3  | 20.1    |  |

I have not lost sight of the higher top gear in the post-war cars (third remaining roughly the same throughout), and have deliberately omitted the overdrive model of 1939, for the reason that the top and third ratios here do not bear a true comparison.

Now I come to the exception that seems to knock my whole theory on the head! The DB2 Aston Martin, with an adverse power-weight ratio—1.03 lb per c.c.—has immeasurably



A "one off" special 1½-litre straight eight O.M. (see letter 63996) and (above) the 2-litre side-valve car which R. F. Oats usually drove.

superior acceleration, except from 10-30 m.p.h., yet the gear ratios are comparable, and if anything against it, also the compression ratio is roughly the same. What is the answer to this one? Presumably bodywork has much to do with it, but is that all?

R. BAILLIE.  
Bedford.

### LIGHTS

#### Side Lamps Sufficient for Safety?

[63999.]—As a long-suffering victim of this type of car user, I would point out to Mr. John N. H. Andrews [63934] that the main point of road safety is consideration for others. The fact that he appears to be lacking in this very important asset does not entitle him to "dazzle the driver in front," a dangerous practice, or force him into purchasing expensive gadgets in self-defence.

Regarding the oncoming traffic, very few head lamps are correctly dipped anyway. Are his? My own contention is that a man who cannot drive with safety on a main, built-up area road, without head lamps, should not be on the road after dark.

B. A. HOGAN.  
Horsforth, Yorkshire.

### MOTORING COSTS

#### The Ascending Spiral Has Some Sharp Twists

[64000.]—It provides food for thought to compare costs today with those prevailing in 1936.

In that year a de luxe model of a popular make of 10 h.p. car cost £145. Today the equivalent of that model costs £572, but this does not complete the story, in that a new car is practically unobtainable. I have had a new car of this make on order since October, 1946, and the distributors cannot even estimate a date for delivery.

The alternative for someone who really needs a car is to buy a second-hand one, and this model a year old costs today about £900.

Again, income tax in 1936 was about 3s 6d in the £1, so that to purchase a car costing £145 an earned amount of £175 was necessary. Today, to buy a car at £900 with income tax at 9s 6d, an amount of £1,565 is needed, so there we have the straight comparison: 1936, £175; 1952, £1,565; to say nothing of the increases in running costs, petrol, oil, tyres, spares and insurance.

E. H. MORGAN.  
Northwich, Cheshire.

### STREAMS

#### Importance of Non-pollution

[64001.]—It must indeed be some years since your contributor Mr. Douglas Bolton spent much time in his native county for him to have to compare its amenities with Devon and Cornwall (January 18), but perhaps we had better let that discussion go by default, although, as a Yorkshirer myself, I am surprised that he made the comparison.

But I must ask him, and any other visiting motorists, to refrain from using our North Riding streams for car-washing purposes.

It is just the sort of thing that gives visiting motorists a bad name and makes them unwelcome visitors, far more so than descending the hill into Ruswick Bay.

Our North Riding streams are, thank goodness, clear and free from pollution, and hold trout and salmon. The small stream he mentions, whilst not a salmon river, does hold trout. Another

## Making light of heavy weather!



*Forget the cold outside! Under the Lanchester bonnet is a built-in heater which circulates fresh, warm air throughout the interior. The wide-curved Lanchester wind-screen gives you a clear, unobstructed view of the road; you drive without worry or strain in an easy, "just right" position, thanks to the roomy bench-type front seat with each half separately adjustable for driver and passenger.*

WINTER is the testing time for any car—and here the Lanchester shows its sturdy character at its very best. Those qualities you enjoy in summer motoring—the sense of positive control, superb road holding and absolutely dependable brakes—are now your guarantee for carefree driving over winter's treacherous roads. Eager starting in snow or frost is given by the specially designed carburation system which reduces the warming-up period to the minimum. Lithe, lively performance at all times, together with wonderful 'big car' comfort for driver and passengers, place the Lanchester in a class of its own.



BY APPOINTMENT  
Motor Car Manufacturers  
To H.M. King George VI

*the lively, likeable* **Lanchester**

THE LANCHESTER MOTOR COMPANY LIMITED • COVENTRY 122



## CORRESPONDENCE

similar stream near Falling Foss (not Falling Force as he calls it) was wrecked as a trout stream and I was informed by a keeper in the district that this was almost entirely owing to the washing of army vehicles during the latter part of the war.

Apart from any matter of fish and angling, Mr. Bolton should realize that these streams may also serve other purposes which rely upon their purity and cleanliness being unimpaired.

Twickenham, Middlesex.

FLUIDRIVE.

### CAR WASHING

#### Why Not Dress for the Job?

[64002.]—I am rather at a loss to understand why your two correspondents, Mr. J. B. Bowers [63972] and Mr. C. Lister [63923], should condemn "M. A. M." for his methods of car washing. Why not put on oilskins or an old mackintosh and rubber boots? Your correspondents will get wet if they do not, more especially if they wash the top of the roof without standing on something, as advocated by "M. A. M."

Although, as a general rule, post-war cars are easier to clean than pre-war, there are many awkward corners where a brush is useful, if not essential.

V. H. TUSON.  
Chippingham, Surrey.

### MIDDLE OF THE ROAD

#### Defence of the Centre Party

[64003.]—In fairness to the crown-of-the-road crawler, let us review his position. In towns, if he eases right over to the left side after overtaking a stationary vehicle he must inevitably ease out again soon in order to overtake another one. Just as he is about to do so, along comes a thrusting overtaking driver from behind who blasts his horn, skims past his right side front wing, and drives the slower driver into the stationary vehicle.

Or again, if our crawler keeps out from the kerb in towns, sooner or later he is overtaken on the left side, with a resulting "cut-out" on the part of the overtaker. This inevitably makes the slow man afraid to go near the kerb at all.

London, W.4. J. W. C. TATLER.

### EFFECT OF ALCOHOL

#### Report in Preparation

[64004.]—In your issue of January 18, The Scribe asks, "Why does not the B.M.A. issue statements on such important subjects to the Press?"

He and your readers may like to know that this Association recently appointed a committee to revise and bring up to date this Association's report on *The Relation of Alcohol to Road Accidents*, which was originally published in 1935 and *Tests for Drunkenness*, which was published in 1927. It would be misleading and mischievous for us to issue any statement until this committee has completed its deliberations and made its report.

London, W.C.1. JOHN PRINGLE,  
British Medical Association.

### CAR COMPASSES

#### Another Shipmaster Has Other Ideas

[64005.]—I have had five cars fitted with three different car compasses in the past 20 years, and I am the holder of a foreign-going shipmaster's certificate.

The practical use of a car compass must be a matter of opinion, but the accuracy of such an instrument is a matter of fact. Provided some trouble is taken to find the best position for a compass, and that sufficient care is taken over its adjustment, the maximum deviation should not exceed five degrees, and this, for all practical purposes, is negligible.

If "Foreign Going Shipmaster" [63955] will ponder on what follows he will, I hope, appreciate why this can be. The ideal is to correct each coefficient of the total error with like by like, so that changes of latitude and the motion of the ship will not appreciably alter the deviation. Then much permanent magnetism is built into a ship by the riveting that goes on during the lengthy time a vessel is on the stocks. It follows that as a car does not normally change its position on the earth's surface to any extent, and as it does not roll or pitch, it is theoretically possible to correct all semi-circular errors with fore and aft and athwartship permanent magnets, and that proportionately there will be less permanent magnetism to correct in a car than in a ship. My practical experience is that in a car quadrantal errors

continued

are small, and that a little juggling with the permanent magnets can bring the maximum deviation down within acceptable limits.

I find that with a saloon car the best position for a compass is the centre of the windscreen, in a place frequently taken by the rear mirror. The mirror, which usually contains but little steel, can be refixed somewhat to the right of centre and is fully efficient in that position and does not affect the compass. Don't expect good results with a steering column gear lever and a compass on the facia; deviation can vary 20 degrees or more depending on what gear you are in.

J. M. BOOTH.

Guildford, Surrey.

### ROAD HOLDING

#### More About F.W.D. and Cornering

[64006.]—Mr. Holland Birkett has stated that f.w.d. cars are treacherous on ice [63906]. Several correspondents reply indignantly that f.w.d. increases the cornering power of a car when the engine is pulling. If this is true, they will also have to admit that the cornering power is diminished when cornering declutched or on the overrun. This leads to the following consequences.

Suppose a long, icy bend with constant radius. You enter fast with a f.w.d. car and apply the power to corner safely. The car accelerates, and if the bend is long enough the car will reach such a speed that it slides off the road. An attempt to stop the acceleration will diminish the cornering power and throw you off the road. A bend that grows sharper is more dangerous.

Cornering on the overrun not only gives you low cornering power. The braking effect of the front wheels also gives the car a liability to gyrate. Descending a steep, icy hill with bends is a real nightmare with f.w.d. A car that needs constant acceleration to hold the road well, and that is dangerous to brake with the engine, is certainly no successful proposition for icy roads. It requires skilful driving to perform really well.

Whatever theories are put forth, the cold fact is that r.w.d. cars are today superior in road races, rallies and trials. There is no f.w.d. racing car that can challenge Alfas, Ferraris and the other top-rank racing cars of today. One might also point to the Monte Carlo rally, which has been won by r.w.d. cars practically every time, in contest with many f.w.d. cars. Congratulations to Sydney Allard!

BENGT LOF.

Stockholm, Sweden.

### MONTE CARLO RALLY

#### The Jaguar that Wasn't

[64007.]—With reference to the excellent article, in the February 1 issue of your journal, on the Monte Carlo Rally, should not the car shown in the photograph on page 139 on the Col des Lèques hairpin as W. R. Flockhart's Mark VII Jaguar actually be a Ford Pilot? It appears to be that model and would tally with the results as published. R. T. BEAN.

Barkingside, Essex.

[Our correspondent is correct, and we thank all those who have written in the same vein.—Ed.]



Recommended by "The Autocar"

#### "The Autocar" Road Tests, 1951 Fully Illustrated

£1  
(By post 5s 3d)

Roads of France : A Guide to tourist routes. By A. G. Douglas Clever, B.Sc., A.M.I.Mech.E.

5s  
(By post 5s 2d)

Rallies and Trials. By S. C. H. Davis

15s  
(By post 15s 6d)

A Racing Motorist : His Adventures at the Wheel in Peace and War. By S. C. H. Davis

10s 6d  
(By post 10s 1d)

The Motor Vehicle (4th Edition). By K. Newton, M.C., B.Sc., A.C.G.I., A.M.Inst.C.E., M.I.Mech.E., and W. Steeds, O.B.E., B.Sc. (By post 35s 9d)

Automobile Electrical Equipment (4th Edition). By A. P. Young, O.B.E., M.I.E.E., M.I.Mech.E., and L. Griffiths, M.I.Mech.E. (By post 25s 9d)

Servicing Guide to British Motor Vehicles : Cars, Commercial Vehicles and Tractors. By J. H. McHattie

£1 1s 0d  
(Post free)

A COMPLETE LIST OF BOOKS IS AVAILABLE ON APPLICATION

From all leading booksellers or from :  
Iliffe and Sons Ltd., Darsie House, Stamford Street, London, S.E.1.



The Danish-owned Ford Zephyr of R. S. Nellemann and P. S. Jensen shoots the rock arch on the middle slopes of the Col des Lèques. They had come from Stockholm.

## Monte Carlo Medley

### FURTHER REFLECTIONS ON A HISTORIC RALLY

EVERY year, the famous Monte Carlo Rally casts its spell over motoring enthusiasts the world over, and for a week or two they can talk of little else. They may profess no interest whatever in the long-distance rallies; they may begrudge all space in a motoring journal which is not devoted exclusively to racing, or possibly trials, as the case may be; but once the "Monte" starts they listen to the radio commentaries and scan the news as keenly as anyone else.

Speaking of the radio commentaries brings one to the realization of the part played by the radio in covering this great event. There can be no question whatever that the B.B.C. has for the last year or two done a very good job indeed in this connection, and increased a thousand-fold the interest shown in the event by the general public; this interest is now colossal, and undoubtedly greater than that in any other motoring manifestation. Gradually, perhaps, the radio will assist the majority of the people in this country to an interest in and appreciation of the finer points of motor sport as is shown in Italy and France.

Sydney Allard's victory was universally

popular, and even the French competitors, who were naturally rather despondent at the result of the rally, were pleased that it was Allard who had wrested first prize from them after so many years. Two years ago, in the 1950 event, Sydney had the worst luck which could possibly have befallen him. After he had successfully completed all the difficult mountain sections without loss of time, the ignition lead fell off the coil of his Allard on the

#### FURTHER PICTURES ON PAGES 168-9

last easy run between Nice and Monte Carlo, and he was two minutes late on arrival as a result. Two minutes, after three days and nights—and in a really difficult rally, when only five competitors finished with a clean sheet! To rub salt into the wound, moreover, his time in the acceleration and braking test (which was automatically taken at that time on arrival at Monte Carlo) was two clear seconds quicker than that of any of the lucky five, and had Allard been eligible for the regularity test there was every prospect that Britain would have provided the winner—but he was not so eligible, because

of his lost two minutes. However, he has made up for it now.

Greta Molander's capture of the Coupe des Dames was another popular win; Greta has now successfully completed the course within the time limit in no fewer than eleven Monte Carlo rallies, but has won this coveted award on only one previous occasion, in 1932. In that year she was at the wheel of a large car, an American Chrysler, but this time she had only the little 764 c.c. Swedish two-stroke Saab to take her around, which makes her achievement the more meritorious. Whether the brilliant tartan colouring of the tapestry upholstery against the sky-blue background of the car's cellulose contributed to her success is arguable—but it certainly made a colourful ensemble, and no doubt kept up the morale of the crew.

When the list of the fifteen competitors to reach the finish without loss of marks was published and assimilated, there were many people who thought that the first place would very probably be filled by a previous winner—Marcel Becquart, who achieved this distinction in 1950. This year, in place of the Hotch-

kiss which was his mount on that occasion, he was driving a British car, a Jowett Jupiter fitted with an Italian-made coupé body by Farina; and very nice it looked. In the comparatively early stages of the rally he had the misfortune to hit an Alsatian dog, while travelling quite fast, which did the front of the car no good at all (and the dog even less), but he had sufficient time in hand at Paris to get a remarkably good repair job done, so that the damage was barely visible at all, except under very close scrutiny. This car, light of weight and lively to handle, was considered by many to be practically ideal for the regularity test under the conditions of snow and ice which obtained on the fateful Sunday; but a persistent misfire in the early stages of the test spoiled Marcel's chances of repeating his 1950 victory, and he eventually finished fifth.

Had the roads for the regularity test been dry and free from snow, the obvious principal contenders for first place would have been Sydney Allard and Louis Rosier, both at the wheel of powerful cars,

entered as of 760 c.c., was actually fitted with the later 748 c.c. engine, while it was also non-standard in some respects not permitted in the regulations, and he was therefore disqualified.

Among the many unfortunates to lose much time en route were the Reece cousins with their Prefect-engined Ford Anglia, which chose a most inconvenient and dangerous spot, almost athwart a level crossing, to die on them in a snowstorm with fuel pump trouble. This necessitated

the changing of the pump by Jack Reece, who lay on his back in the snow trying not to watch other cars skidding towards him, and burning his knuckles on the hot exhaust manifold meanwhile—not the happiest time of his life. But they finished within the time limit, and not by any means last at that.

So the stories could go on, and will no doubt go on, losing nothing in the telling, until the time comes for next year's rally—and a new set of stories.

## COACHWORK

### THIS YEAR LENT POINT

## COMPETITION

### TO SPECIAL EQUIPMENT



T. H. Wisdom and Lord Selsdon (Daimler) at Digne control.

the Allard and the 4½-litre Talbot Lago. Although the test was calculated, so far as possible, to favour no particular size of car, yet to maintain even a 45 k.p.h. average up the acute *lacets* of the Col de Braus was impossible without an immense degree of acceleration; but on ice and snow the story was a different one, and Rosier was one of the many unfortunates to bury the nose of the car in a snowdrift and lose much valuable time thereby.

Certainly France did not fare well this year; the Coupe des Dames went to Scandinavia, the team prize (for a nominated team of three cars) to Germany via Mercedes-Benz, and the 1,100 c.c. class to Germany via Volkswagen. France, therefore, was left with wins in the 750 c.c. class (in which all the competing cars were French), the 1,500 c.c. class (the splendid Simca performance of Dr. and Mme Angelvin, also third in the rally as a whole) and the secondary team prize for the best performance by any three cars of one make, which went deservedly to Peugeot, who had five representatives in the first fifteen. The 750 c.c. team prize went to France's Dyna Panhards. At first it was thought that Jean Sanda had captured the 1,100 c.c. class for France; but at scrutineering it was found that his Renault,

The Riviera sheet-metal workers had, as usual, stayed up all night working miracles to repair the damage suffered on the road section and few of the sparkling cars which faced the judges on the terraces of the Casino showed any signs of their ordeal. Two of the main prize-winners, Waring's Mark VII Jaguar and Anderson's Minx, had had severely damaged front wings completely restored and recoloured.

The variety of coachwork on view was restricted this time by changes in the rally regulations which excluded convertibles and left only closed cars eligible. The great majority of the entries were of standard types already familiar to readers of *The Autocar* and interest, therefore, centres on the special equipment which is considered helpful in driving across Europe to a strict time schedule in the severest winter weather.

Heaters are now normal equipment, but few competitors are prepared to rely on them alone in keeping windscreens clear of snow and ice. The electric de-froster and the duct taking warm air from bonnet to screen were both in evidence. Tyres also came in for close scrutiny in view of many bitter experiences on snow and ice, and there seems to be a move away from snow chains in favour of tyres with heavily buttressed treads designed to give equivalent traction. The rally-winning Allard had Trak-grip tyres which had been sliced by the Pneugrippa process to



The Mark VII Jaguar with which W. H. Waring won the over-1,500 c.c. class in the Concours de Confort. Two roof-top spot lights were fitted.

## COACHWORK COMPETITION

continued



The Fiat of Scaramella and Coppola crosses the bridge over the icy Rhône on the way from the Simplon Pass to Lausanne.

increase the grip on ice, frequently a weak point with bold and knobbly treads. The Sunbeam-Talbots had the Swiss Pallas snow tyres on the rear wheels. These have treads with big, square extensions at the sides to give traction in snow, and fine cross-cuts over the centre portion to grip on ice. Another interesting tyre was the Trelleborg, seen on the Swedish Saab cars. This has a tread with deep transverse cuts and a circumferential furrow round the centre. If conditions are really bad the tyre is deflated and a loop of bicycle chain is slipped into the furrow, with its edges just proud of the rubber tread.

A fitting which really proved its value in drifting fog on dangerous, snowbound mountain roads, was the roof-top spot light, moved by remote control from inside the car, and several of the cars in the concours had them. There were also batteries of road lamps, fog lamps and auxiliary illumination of all kinds; a total of nine lamps on the front of the car was by no means unusual.

Unditching gear, snow mats, special jacks and snow shovels were there in plenty, and this year many competitors had been forced to put them to practical use. Gatsnides, with an eye to dramatic effect, had anchored his Humber Super Snipe to a lamp post by a massive system of ropes and pulleys.

The results of the concours this year caused an extraordinary amount of discussion, as many people considered the

Grand Prix d'Honneur was certain to go to the Hooper-bodied Daimler. It was a big, square car in a somewhat unattractive colour scheme, but this was a *concours de confort*, not a *concours d'élegance* and it was superlatively equipped. Moreover, it had proved itself a thoroughly practical rally car and, brilliantly driven by Wisdom, had put up a most creditable performance among the exclusive first fifty admitted to the eliminating test. It not only had wipers for the head lamps—there were also sprays to clean the lenses. Fog tank there was a special lamp shining a light from near the tail of the car and the big luggage locker was supplemented by a roof rack which was reached by a collapsible ladder.

#### Old Faithful

Having rejected the Daimler, the judges must indeed have had a difficult task in deciding between Couper's Mark VI Bentley and Waring's Mark VII Jaguar. The equipment used by Couper is familiar from previous appearances; it includes a fog lamp on an extensible boom and clearly comprises those items which most appeal to the judges, as his record shows.

The Jaguar had, however, certain strong attractions. The spacious interior was matched by a really cavernous luggage locker and there was much useful equipment, including two roof-top lights, radio, an extra tank bringing the fuel capacity up to nearly 30 gallons, twin spare wheels

and chains, shovels, unditching gear and snow mats. The navigator's table was shielded from the driver and included a strip map of the whole rally route, mounted on rollers and internally illuminated. There was also a Smiths' Chrono-counter, specially calibrated and driven from the gear box in order to assist in maintaining an exact average speed.

The remaining exhibit of outstanding merit was Anderson's Minx, which carried much of the special equipment that gained him success last year. It ranges from a washbowl with hot running water to the most elaborate equipment for taking meals *en route* and beautifully finished baize-lined cases with a vast assortment of spare parts all clipped in place. Every cubic inch of useful space under the bonnet, in the doors and in the tail, is put to use and it has been whispered that if only the accommodation for the crew were larger, the car might have won the Grand Prix. It is not difficult to believe that the same care and ingenuity lavished on a bigger car might put Anderson in an unassassable position.

The *concours de confort* is almost traditionally dominated by the British industry, but it would be unwise to ignore the fact that the prize for the best ensemble of three cars, like the Charles Faroux team trophy in the rally itself, was won by Mercedes-Benz. The cloud of competition gathers on the eastern horizon.



Official Retailer  
ROLLS-ROYCE & BENTLEY CARS

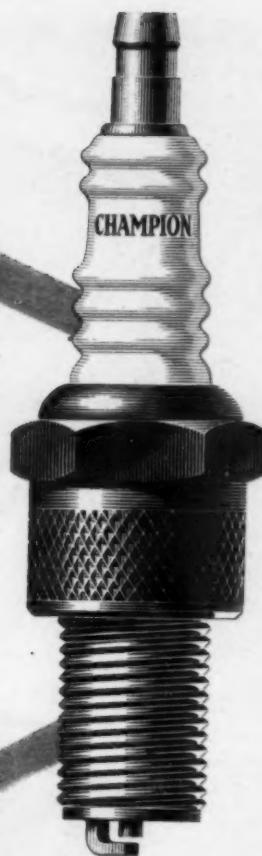
*Details of New & Used Cars on Application*  
**AUDLEY HOUSE, NORTH AUDLEY STREET LONDON W.I.**

Telephone: MAYFAIR 5242-3-4

The NEW  
**AUSTIN 'A40'**  
SOMERSET SALOON  
is fitted with

DEPENDABLE  
**CHAMPION**  
PLUGS

\*Austin uses dependable  
Champions exclusively



CHAMPION SPARKING PLUG COMPANY LIMITED FELTHAM MIDDLESEX

# WINTER CUP TRIAL

HERTS A.A.C. ARRANGE SOME INTERESTING  
OBSERVED SECTIONS AND A RECEPTIVE SHRUBBERY

FINE and frosty was the weather when 19 competitors left the Lamberts Arms, Aston Rowant, Oxfordshire, to tackle the seven hills chosen for the Herts Automobile and Aero Club Winter Cup Trial. Some knowledgeable types were heard to declare that, as the ground was frozen, everyone would have clean sheets; but this was found to be far from true, as only the first section of the renowned Crowell failed to stop anybody. The second section—divided into two parts—was stiffer, and nine entrants failed to clear this hazard and had to receive considerable outside assistance from the spectators and marshals.

The results of the Lewknor Hill special test were to be used only in the event of a tie. Competitors started from a line, accelerated to stop astride a line at right angles to the lane in a gateway, backed down the slope astride the starting line, and accelerated to cross the finishing line some 200 yards farther up the hill. Best time of 34s was put up by B. Watteridge in his Peaseman Special. Maidensgrove was the scene of the next observed section, through which most of the entry passed without mishap, despite a very cunning *chicané* in the middle. Shillingridge turned out to be the first of the two sections that really made the entry think.



H. R. Smart's passenger bounces furiously to help in the test at Lewknor.

Failure on any one of the five sub-sections meant failure of the complete test, and only J. Tucker Peake (Scarlet Runner) and E. J. Chandler had clean runs.

Cockshoots, whilst not looking too severe, turned out to be another stopper by reason of its three acute bends, off which many competitors slid into the surrounding shrubbery. This was the only section of the entire event which the ultimate winner, E. J. Chandler, failed to get through clean.

The final section of the day caused a certain amount of dismay to those competing, especially to N. H. Overton (Overton Spl) who holed his radiator and promptly seized his engine.

Upon signing off at the Kings Arms, Berkhamsted, most people agreed that they had had a most enjoyable day, and that it had been a very fair, though at times tough, course.

#### RESULTS

**Best performance:** Chandler Spl (E. J. Chandler), 17.2 s.

**Best performance by Member of Herts A. and A.C.:** Price Spl (D. W. Price), 130 marks.

**First-class Awards:** Overton Spl (N. H. Overton), 160; B.B.T. (H. R. Smart), 155; Ford Spl (J. J. Walker), 155.

**Second-class Awards:** J.C.B. (J. C. Smith), 130; Pettit Spl (G. Pettit), 125.

**Team Award:** Herts A. and A.C. team—E. J. Chandler, J. C. Smith, D. W. Price.



The winner of the Winter Cup Trial, E. J. Chandler, in action during the special tests.

## CLEE HILL CLASSIC : SNOW AND FROZEN MUD versus THE SPECIALS

IT was bad luck for the Hagley and District L.C.C. that the announcement by the R.A.C. that the Clee Hill Trial would be included in those events which count for the Trials Championship was made on the closing day for entries; otherwise, an even better entry might have been expected than 48. So the Clee Hill event is now a classic!

Last Sunday's trial certainly provided all the hazards that the most hardened mud-plugger could wish for. It was held over a figure-of-eight course, Bridgnorth, in Shropshire, being the centre. The odd numbers went off to Meadowley, the Yeld, Upper Bush and Neenton, while the evens tackled Envile. Each section included an acceleration test. After the lunch stop the entry reversed its course, the even numbers covering the Meadowley to Neenton sections, and the odds the Envile section.

The weather played quite a part in things, for although it was a cold and brilliant morning, it thawed during the day. Meadowley was, therefore, easier in the morning, for frost had formed some of the mud; there were nine clean climbs. In the afternoon there were none! The mud had become soft. There was quite a

bit of snow about, too, and it added to the trickiness of the acceleration test, a difficult section around a hairpin with a nice bank waiting to be rammed. Best time here was 13.2s, put up by F. D. Woodhall's 1,184 c.c. supercharged H.F.B., with J. Deeley's Cranford second, in 14s, followed by N. E. Weston's Dellow with 14.1.

#### The Yeld

The Yeld is a cart track across a common, and in four earlier events it had been climbed only four times. The organizers considered it to be comparatively easy because it was partly frozen, but only three competitors—J. S. Jenkins (Morris 1,172), F. E. Wall (Dellow 1,172) and L. J. Oliver (Oliver 1,172)—could claim clean climbs at its finish.

But then came Upper Bush, which stopped the lot! The lower sections were the worst, because under the frozen mud was a layer of soft mud, and the whole became well churned up. P. A. Atkins' special, J. S. Jenkins' Morris, and R. W. Phillips' Austin-Javelin got the farthest up before adhesion failed. Neenton, although a mixture of mud and

boulders with an S-bend, stopped only seven.

The Envile hills, marked I, II, III and IV, are twisting tracks between trees with a gradient of about 1 in 3 on section III. Sections I and II accounted for most of the failures. Between III and IV came the second acceleration test on a slippery surface, with a right-angle start and finish. Fastest time was Phillips' 21.65s in the Austin-Javelin, with Gott Imhof's 1,250 (Imhof Special) next in 22.46s. But the Imhof blew a gasket farther on, and failed to finish; so, too, did E. E. Smith's 1,172 Dellow, which suffered a slight derangement of the steering from contact with a tree which deliberately got in the way.

#### PROVISIONAL RESULTS

**Clee Trophy:** Ford 1,172 (L. D. Lewis), 20 marks lost.

**Gold Cup (best performance under 1,650 c.c.):** Austin 7 (A. D. H. Hockenberry), 52.5.

**Mastey Cup (best performance 1,650 to 1,900 c.c.):** Cuff Spl. 1,172 (W. C. Cuff), 21.

**Bromsgrove Cup (best performance over 1,900 c.c.):** Austin-Javelin 1,486 (R. W. Phillips), 32 marks lost.

**Under 1,650 c.c. : 1st-class award:** Giesen 972 (N. L. Giesen), 1st, 1.36s; 2nd, 1.38s; 3rd, 1.40s; 4th, 1.42s. **Over 1,650 c.c. : 1st-class award:** Morris 1,172 (J. S. Jenkins), 24. **2nd-class award:** Frankel 1,059 (G. M. Seward), 25. **3rd-class award:** Morris 1,172 (J. S. Jenkins), 36.



The new formula 2 Cooper, with the Bristol engine (described in "The Autocar" of January 18), at speed on the Brabazon runway. John Cooper is at the wheel.

## THE SPORT

by J. A. COOPER

NOW, for the rally-minded, is the time to consider the next two big rallies of especial interest to this country. One, of course, is the second R.A.C. Rally of Great Britain, which runs from March 31 to April 5, while the second is the Tulip Rally, scheduled for April 21 to April 26. This year's R.A.C. Rally, which is being sponsored by the *Daily Telegraph*, has two starting points, Hastings and Scarborough; the latter also forms the finishing point. The route will have a total length of 1,770 miles, and will include various special tests, of both speed and regularity; one will take place at Silverstone, another at Castle Combe, and so on. The average speed for the rally is 24 m.p.h., and secret checks will be set up to penalize competitors who average more than 40 m.p.h.; this is to discourage the dacers and appease the unbelievers. The route will also include some interesting sections in Wales and Scotland, and night stops will take place at Blackpool and Edinburgh. Cars will be divided into three categories: open cars, closed cars up to 2,500 c.c., and closed cars above that capacity. There will be two main awards of equal status, for the best performances by an open and a closed car respectively. Entries should be sent to the R.A.C. before February 25.

The Tulip Rally this year should be even better than last, which is saying a lot; there are ten starting points (London being that for this country), and after a preliminary section of about 500 miles all the routes will converge on Brussels, thence to cover a common route of about 1,600 miles to the finish at Noordwijk. The special stages *en route*, for which special average speeds are set, will number five this year, and will include again the "Route of the Fifteen Mountains" and the "Route of a Thousand Corners," although not quite over the same roads as were used before. There will also be at least three eliminating tests during the rally, to be used as tie-deciders. More details will follow later; all enquiries to the organizers, the R.A.C.-West, 259, van Alkemelaan, The Hague, Holland.

THAT phenomenal marathon, the Algiers to Cape Town rally, will be run again this year from December 15 to 25. Algiers, Oran (in Algeria) and Casablanca have been chosen as the three starting points.

The entry will be divided into three categories, the Panthers, Gazelles and sidecar combinations. The Panthers—and I imagine that they will need something of the fleetness and strength of these animals—is another name for the fifty touring cars that will be competing in the event, making 186- to 310-mile runs between stops, at a minimum average of 25 m.p.h. The Gazelles, limited to 20

entries, will be cars able and willing to reach the Cape in one run, with no restrictions imposed upon their drivers as to stopping points.

Well, if anyone wants a great adventure, there it is. Last year some of the roads in Central Africa were almost nonexistent, but I am told that these are now being subjected to a ten-year plan under which it is hoped to have a good road from Cairo to the Cape; which will, of course, detract from the fun enormously!

The baby Renaults made a fine run in the 1951 event. Most cars were fitted with huge agricultural-type tyres, and there was relatively little tyre failure.

I nearly forgot; almost more important than the jack is a rifle. A lion watched a wheel change last year!

THE full list of trials qualifying for the British Trials Drivers' Association Gold Cup for 1952 is as follows:

February 3, Hasley and D.L.C.C. Clee Hill (already run); February 10, Southern M.C. Presidents Trophy; February 17, North Midland M.C. 4-44 Trophy; March 9, Yorkshire S.C.C. March 22, Sunshine Colombe Trophy; March 29, M.G. Club Trial; April 5 and 20, Lancashire and Cheshire C.C. Derivative Sporting; May 25, B.A.R.C. Wilson Trophy; September 29, October 6 and 20, Cheshire C.C. Knock Cup; October 26, West Hants and Dorset C.C. Knott Cup; October 12, Taunton M.C. Alien Trophy; November 2-3, Shropshire and Herefordshire M.C. High Peak; November 9, Cheshire M.C. Challenge; November 9, Cemian M.C. Knowland Trophy; November 23, Bristol M.C. Roy Fedden Trophy; November 30, Gloucester, Worcester and C.C. Kentish Border; December 6, N.W. London M.C. Gloucester trial.

HOWEVER improbable a "sun rally" may sound at this time of the year, the regulations for the fifth Rallye Soleil de Cannes are already published, and indicate a good programme for intending entrants, run from April 6 to 12.

There will be a ceremonial dinner in one of the magnificent Rheims cellars on the first day of the event, followed the day after by a kilometre test, taken from a flying start. Competitors—whose cars will be divided into two categories, touring and sports—will leave Rheims on April 8, and arrive the following morning

### The Man at the Wheel

C. R. INSTONE

In 1905, E. M. C. Instone, driving a Daimler, made the first Shelsley record time of 77.6 sec. Thus early was Rupert Instone set an example to emulate. His own first appearance at Shelsley was in 1932, when he clocked the time of 65.6 sec in his G.N., named Martyr, which was then in its uncharged form. From this time onward, Rupert could be seen twice a year urging Martyr up Shelsley, but his mount was by no means unaltered from one season to the next. Its basis endured, while various transformations were forced upon it, from unblown J.A.P. twin, blown J.A.P. twin, to its present form which boasts I.F.S. From this it will be realized that Martyr's owner is an indefatigable constructor of specials, a fast disappearing race, one remembers regrettably, so far as Shelsley is concerned.

For a while, Rupert held the record at Gopsall Park, of blessed memory, until deprived of it by John Cobb's Delage, and in between times he drove a 1½-litre Bugatti at Donington. It was, therefore, only natural to find him a member of the Bugatti O.C., and so to Prescott! The beautifully made Djinn, his present mount, is supplemented by the 500 c.c. Mezzalire, of advanced design.

Instone spent the whole of the war in building specials—as a Major in the Royal Armoured



Corps on tank experimental work. Now 41 years young, he runs his own engineering concern in Coventry, from which he seeks relief in building his specials at home. This work—for hobby is too mild a word—is borne with great good humour by his charming wife, though it amounts sometimes to near scorched earth methods and has infiltrated, when in the full swing of production, as far as the dining room. Their son, Martyn, 16½ and at Stowe, is a "true believer," and regards the adoption of Silverstone as a motor racing circuit as an act of Providence. So it goes on!



*makes molehills  
out of mountains!*



**POWER PETROL**

*The name to remember when brands return*



"Give me **CASTROL**  
every time"

MORRIS recommend Castrol.



CASTROL is also recommended for Riley, Wolseley and M.G. cars

## THE SPORT

continued

at Cannes, where a hill-climb will be run during the afternoon.

The next two days will, I understand, be fully occupied with rally festivities, highlight of which will be a reception given to competitors by the Mayor of Cannes. Organizing club is the Cannes Automobile Club, of 20, Quai St. Pierre, Cannes.

**A**NOTHER interesting French rally is the Paris-St. Raphael for feminine drivers. This will start on February 27 with a reception at the A.C.F. headquarters in Paris; the competing crews will leave the Place de la Concorde, Paris, on February 28, at one minute past midnight, and drive to Aix-en-Provence, with a time control at Lyons. The next stage is to Sestrières, via Gap and Mont Tremblant (February 29); Turin to San Remo (March 1); and San Remo to St. Raphael, the finish, with a timed test to be undertaken on the Grand Prix circuit at San Remo. There is a change this year in

## COMING SHORTLY

- FEBRUARY 8.—Warrington and D.M.C. Meeting, Clubroom, Bridge Foot Garage, Warrington Causeway, Warrington, Lancashire. 8 p.m.
- 8.—Shenstone and D.C.C. Annual dance and presentation of awards, Parson and Clerk Hotel, Chester Road, Shrewsbury, Shropshire. 8 p.m.
- 8.—Allard O.C. (Northern Centre). Annual meeting, Parkway Hotel, Orley Road, Bramhope, near Leeds, 7.30 p.m.
- 9.—Lancia M.C. Film show, London Stone Inn (opposite Cannon Street Station), Cannon Street, London, E.C.4, 6.30 p.m.
- 9.—Herts County and A.C.C. Annual dinner and dance, Buck's Restaurant, High Street, Watford, Hertfordshire, 6.30 for 7 p.m.
- 9.—A.C. Owners' Club. Annual dinner-dance, Rembrandt Hotel, South Kensington, London, S.W.7, 7 for 7.30 p.m.
- 10.—M.G. Car Club (S.E. Centre). Chilterns Trial.
- 10.—Southsea M.C. President's Trophy Trial, starting from the Welcome Hotel, Petersfield, Hampshire, 9.30 a.m.
- 10.—Lancaster C.C. Bacon Trophy Trial, starting from Lee Street car park, Leicester, 1.30 p.m.
- 10.—Stockport M.C. Mystery run, starting from the Town Hall, Stockport, Lancashire, 2 p.m.
- 10.—Bentley Owners' Club. Social evening, Lion Inn, Timberscombe, Somerset, 7 p.m.
- 10.—East Anglian M.C. Visit to police driving school, Chelmsford, Essex.
- 10.—Yorkshire S.C.C. White Rose Sporting Trial, starting from the Royal Standard, Sutton-in-Craven, Yorkshire, 10.30 a.m.
- 12.—Allard O.C. Monthly meeting, Anchor Hotel, Shepperton, Middlesex, 7.30 p.m.
- 14.—East Anglian M.C. Monthly get-together, The Woolpack, Coggeshall, Essex, 7 p.m.
- 14.—M. London Enthusiasts' C.C. Talk on Frazer Nash cars, White Lion, Edgware Road, Edgware, London, N.10, 7.30 p.m.
- 14.—Scottish S.C.C. Starlight Evening Rally, starting from Blythswood Square, Glasgow, C.2, 7.15 p.m.
- 16.—Eastern Counties M.C. Trial, starting from the Royal George Hotel, Ipswich, Suffolk, 2.15 p.m.
- 16.—Bolton-le-Moors C.C. Rally, driving tests, Bolton-le-Moors, 10 a.m.
- 16-17.—Peterborough M.C. Night navigation rally, starting from Eaton Socon, Bedfordshire.

the regulations: entrants in class B may take a male passenger. Class A crews, however, must consist of an all-feminine team. Regulations may be obtained from the A.C. du Var, 17, Rue Mirabeau, Toulon, France.

**A**LTHOUGH the Walsall and District C.C. was founded only last year its first annual dinner-dance on Wednesday, January 30, at the New Yorker Restaurant,

ant, Walsall, was quite an affair. The club's president, Alderman W. R. Wheway, J.P., was in the chair and the guest of honour was the Mayor, Alderman T. E. Mayo, who, in proposing the toast of the club, revealed himself as a first-class raconteur of Black Country stories. The response was by D. F. Truman, the club chairman, a well-known Cooper 500 enthusiast, and the toast of the guests was given by F. A. Denning, chairman of the social committee, to which Douglas Clease, Midland Editor of *The Autocar*, responded.

Awards for the autumn trial were then presented by the Mayor, with suitable salutes at the expense of the winners, after which the 90-odd members and guests danced. The club is to be congratulated on having made a very promising start, and it is obviously looked upon with favour by the local authorities.

**L**AST Friday the Sporting Owner Drivers' Club's annual dinner and dance was a special occasion because it marked the club's coming of age. As usual the Bell Hotel at Aston Clinton, Hertfordshire, was the rendezvous, the dinner being under the chairmanship of the honorary secretary, L. P. H. Lockhart.

The S.O.D.C. is among the smaller clubs and it was natural that in the speeches reference was made to the difficulty of providing an adequate staff of marshals and competitors for ambitious events. However, the secretary of the Berkhamsted club made some useful suggestions about combined events which no doubt will be encouraged this year.

The club's 21st birthday health was proposed by Laurence Pomerooy, and the guests by O. Issard Davies, to which Michael Clayton, of *The Autocar*, responded. As so often with the not-so-huge clubs the members were well known to each other—a state of affairs which meant a bright evening.

## CLUB NEWS

**B**entley D.C.—That hardy perennial, the Bentley Drivers' Club's Eastbourne Rally, is with us again, to be run on the weekend of March 22 to 23. Competitors will start from one of the six starting points—in London, Newcastle, Atherton, Alveston, Fordingbridge, and Uckfield—on Friday, March 22, late in the evening. All routes will converge upon Aston Rowant, in Oxfordshire, whence the route will lead to Box Hill, competitors arriving there in time for breakfast on the Saturday morning. A regularity test will follow at Goodwood, before the finish at Eastbourne for lunch. During Saturday afternoon driving tests will be organized on the seafront at Eastbourne. On Sunday, March 23, the morning and afternoon will be fully occupied with a hill-climb at Bo-Peep Hill on the Firle estate, ten miles from Eastbourne.

Regulations may be obtained from Lt.-Col. C. H. D. Berthon, "Madges," Long Crendon, Buckinghamshire. Closing date for entries is March 3. Members of the following clubs have been invited to compete: Aston Martin O.C. (driving Aston Martins); Lancia M.C. (driving Lancias); Lagonda C.C. (driving Lagondas); Metropolitan Police Motor Driving School Sports Club; Vintage S.C.C. (driving chain-driven Frazer Nash cars, 30-98 Vauxhalls, 36-220 and 38-250 Mercedes-Benz or 3-litre Sunbeams).

**B.A.R.C.**—There will be a dinner-dance in the ballroom at Grosvenor House Hotel, Park Lane, London, W.1, on Tuesday, February 26. Starting at 7 for 7.30 p.m., dancing will continue until midnight. Tickets (£1 12s 6d each) may be obtained from H. J. Morgan, 55, Park Lane, London, W.1.

**BRITISH & COLONIAL MOTORS LTD.**

13/14 UPPER ST. MARTIN'S LANE, W.C.2  
TEMple Bar 3508

## Offer

- 1946-47 CHEVROLET 4-dr. Saloon, R.H.D. £10 Tax.
- 1949 CHEVROLET 4-dr. Saloon, R.H.D. 14,000 miles.
- 1950 HUMBER "Hawk" Mk. IV Saloon, 2,000 miles.
- 1950 RILEY 2½-litre Foursome drop-head coupe, 10,000 miles.
- 1951 Model (Reg. Nov. 1950) ROVER P.4 Saloon, 155 miles.
- 1949 (Sept.) STANDARD "Van-guard" Saloon, 19,000 miles.
- 1950 VAUXHALL "Wyvern" Saloon, 300 miles.
- 1950 VAUXHALL "Velox" Saloon, Radio, Heater, 2,900 miles.
- 1950 Model WOLSELEY 6.80 Saloon, 11,000 miles.

SOLE DISTRIBUTORS FOR



LONDON AND HOME COUNTIES

## DAVIES MOTORS LTD.

STAINES



- 1933 16-80 SPORTS TOURER, grey and red, body exceptional condition throughout, engine overhauled, good tyres all round, 3-litre SALOON, black and red, several extras.
- 1934 4½-litre SALOON, grey, tyres as new, body excellent condition.
- 1935 4½-litre RAPIDE SPORTS TOURER, British racing green, coachwork in fine condition, engine completely overhauled.
- 1936 4½-litre SALOON, grey and red, coachwork in exceptional condition, radio, disc brakes, diamond gear, tyres all round.
- 1938 4½-litre L.G.S. independent suspension SPORTS SALOON, black and red, discs, small mileage; since comprehensive chassis and coachwork overhaul.
- 1938 12 cylinder SPORTS SALOON, black and red, disc brakes, diamond gear, tyres throughout.
- 1947 CITROËN Light 15 SALOON, black and red leather, coachwork and chassis in splendid order.

Comprehensive stocks of spares are held, and factory trained mechanics and coachbuilders are available to undertake minor adjustments and major overhauls.

## DAVIES MOTORS LTD.

(Managing Director : J. E. Davies, 20 years service  
Manager of Messrs. Lagonda Ltd.)

273, LONDON RD., STAINES

Telephone : Staines 3457/10/9;  
or (private) Poolegrove 5304.

We are officially appointed agents for the  
new Lagonda and Aston Martin Cars.

**OAKLAND & TABOR LTD.**

MERCEDES 540K fitted with Drophead four-seater coupe body. First registered in this country 1945. Finished metallic blue. Recently checked by Mercedes. A most attractive car in immaculate condition throughout. £1,750 for outright sale or would consider exchange for a smaller car with cash adjustment. New Healey Tickford Saloon, Radio and Heater, immediate delivery.

WE ARE KEEN BUYERS OF ALL HIGH CLASS IMMACULATE MOTOR CARS

**WELWYN BY-PASS**  
HERTS  
PHONE: WELWYN 481-2.

**SALES Bristol SERVICE**  
By ANTHONY CROOK

|                                                                               |        |
|-------------------------------------------------------------------------------|--------|
| 1950 Type 401 4/5 seater saloon, blue, heater, radio, loose covers, one owner | £2,975 |
| 1949 Type 400 2-door saloon, black, heater, radio, numerous extras, one owner | £1,895 |
| 1948 Type 400 2-door saloon, black, heater, radio.....                        | £1,795 |

The above are offered from our stock of used Bristol cars which is the largest in the country. All used cars offered by us have been thoroughly checked over.

In many cases cars have been supplied and maintained by us new. Any make of post-war car can be put in part exchange. Our after sales service (which incidentally is available to all owners of Bristol cars) is backed by specially trained staff, working in clean surroundings with the most modern equipment available including electronic wheel balances, engine test bed, spot welding, tricarburettor carburettor adjustment. All spares for Bristol cars are available from stock including reconditioned engines, gear boxes, axle assemblies, suspension units, electrical equipment, dynamos, starters, instruments, body parts, wheels, tyres, relined brake shoes, etc., ready for immediate fitting by experts.

We also carry out coachwork recapping, trimmings etc. to highest standards and have in stock numerous extras and accessories such as radios, windscreen washers, loose covers, etc. Continental spare kits.

The advantage of dealing with leading distributors will be obvious.

**ANTHONY CROOK MOTORS LIMITED**  
**CATERHAM HILL, SURREY**  
Leading distributors of Bristol Cars  
Tel.: Caterham 2232/3

## CLUB NEWS

continued

**British Motoring Club, RhineLand.**—News comes of the Grand Winter Trial, run by this club in Germany on January 20. The entry was truly international; besides British Service and civilian entrants from the RhineLand and Düsseldorf clubs, and one stalwart from Hamburg, there was a strong contingent from the Belgian Army and other entries from the American, French and Austrian delegations in Germany. The cars entered included a couple of XK120 Jaguars, several large American cars, a Fiat, three Simca Arondes, a Citroen, an M.G., several Volkswagens and a number of small English cars. The course measured 75 miles; it was set in the hilly country east of Cologne, known as the Bergisches Land, which is ideal motorizing country. Two special tests were included. The first, a timed hill-climb over a mile of rough road containing several sharp bends, was covered in several inches of snow. Best performance was put up by E. J. R. L'Estrange, driving a Jaguar XK120.

**North Devon M.C.**—Owing to a heavy fall of snow on the previous day, the course of the Houlford Trophy Trial, run in the Barnstaple area on January 27, was covered in deep snow. From the organizers' point of view, the observed sections were perfect, containing everything from hub-deep mud to snow-covered rock. The Houlford Memorial Trophy, for the best performance of the day, was won by C. E. Seward, driving his 1,100 c.c. Freakin. The North Devon Cup (runner-up) went to E. J. Chandler (Chandler 1,172); Haslam Cup (best N. Devon member), A. B. Napper (Ford 1,172).

**Welsh Counties C.C.**—G. Turner, driving an Austin Seven Special, won the A. E. Harris Challenge Cup for his best performance in the January Trial on the 27th.

**North London Enthusiasts' C.C.**—The

Jacobean Trophy Trial will be run on Sunday, February 24. Starting from the White Horse, Hertfordshire, near Hertford, at 10 a.m., the course will cover approximately 40 miles, finishing at Hertfordbury for tea. Invited clubs are the N.W. London, Maidstone and Mid-Kent, West Essex, Herts County A. and A.C., Chiltern, Kentish Border and Seven-Fifty M.C. Entries close on February 16, and should be sent to G. Bance, 17, Elms Avenue, Muswell Hill, London, N.10.

**Thames Estuary A.C.**—The route of the night navigation trial, run on January 25, started from the Queen's Hotel, Westcliff-on-Sea, at 7.30 p.m. and led competitors through rural Essex for some 84 miles. Best performance was put up by Dr. E. Sita-Lumsden in a Lea-Francis.

Secretary of the club is S. L. Offord, 68, Oxford Avenue, Westcliff-on-Sea, Essex.

**West Hants and Dorset C.C.**—The annual general meeting will be held on February 18, at the Grand Hotel, Bournemouth, starting at 8 p.m.

**British Trials D.A.**—Events qualifying for the Silver Star Rally Competition for 1952 are as follows: March 31 to April 3, Rally of Great Britain; March 16 to 18, Morecambe Rally; June 2 to 6, Scottish Rally; July 11 to 12, Welsh Rally; September 19 to 20, N.W. London Rally; November 5 to 8, N.M.C.C. Rally.

**Bugatti**—At the Welcombe Hotel, Stratford-on-Avon, on February 17, a film show will be held, preceded by a luncheon party and presentation of awards won during the 1951 B.O.C. events. Proceedings will start at 11.30 a.m. to 12 noon, with lunch served at 1 p.m.

## IN BRIEF

The Park Street, Guildford, filling station of Salmon Motors has just been reopened for the first time since 1940.

Major A. C. Bircher has joined the Measham Motor Sales Organization, taking up administrative duties at Measham, Burton-on-Trent.

Mr. Derek Falcke has been appointed sales manager of the new and used car department of Connaught Engineering, Send, Surrey, who are the manufacturers of Connaught sports and racing cars.

A very extensive list of accessories and Government surplus equipment of various types has been published by Aero-Services Co., 70-71, High Holborn, London, W.C.1. It is available direct from the company.

On the new 3-litre Alvis-engined Healey the Wipac oil cleaner has become a standard fitting, with a cleaning element easily changed by hand. Other cars using this cleaner include the Rover 75 and the Lea-Francis models.

John A. Sparks and Co., Streatham Hill, London, S.W.2, have been appointed main area dealers for Morris Motors, Ltd. The service and stores departments are being re-formed to deal fully with the orders of both private motorists and members of the trade.

Mr. R. Gresham Cooke, director of the Society of Motor Manufacturers and Traders, has been admitted to the Fellowship of the Institute of Industrial Administration, which has in turn conferred upon him founder membership of the British Institute of Management.

J. Trevor and Sons are resuming their car auction sales, which are to be held in the Empire Hall at Olympia, London. It is intended that, apart from normal auctions, there will be a special sale of several hundred cars coincident with the London Show.

The Regent Oil Co., Ltd. has made a donation of £500 to the Fire Services National Benevolent Fund Charity Trustees Account for the benefit of the Bristol Fire Brigade. The gift is a token of thanks to the Brigade for their handling of the big fire at Avonmouth last year.

Equipment used by prize winners in the Monte Carlo Rally, in addition to that given in *The Autocar* of February 1, included a Trico windscreen washer on the winning Allard. Stirling Moss' Sunbeam-Talbot was equipped with a Marchal Girospot lamp.

Mr. Sydney Allard's car will be on show at Dagenham Motors, Ltd., 56, Park Lane, London, W.1, from February 18 to 24.

A comprehensive apprenticeship scheme is now in operation by the Lockheed organization at Leamington Spa. It provides courses of training for youths up to the age of 21; after a probationary period of three months the class of training is decided in the light of the abilities and inclinations of the individual. During the training apprentices must attend technical college, and students should obtain the external B.Sc. degree of the University of London, or an ordinary or higher national certificate in automobile, mechanical or production engineering, or final City and Guilds examination in the appropriate trade.

# UNIVERSITY MOTORS LIMITED

STRATTON HOUSE, 80, PICCADILLY, W.I.

GROSVENOR 4141

Sole London  
Distributors

for



SPECIALISED SERVICE AND  
SPARES FOR  
MG AND BRISTOL  
AT

UNIVERSITY MOTORS LTD.  
7, HERTFORD ST., W.I. GROSVENOR 4141

**A Selection of our  
GUARANTEED  
USED CARS**

BRISTOL "401" saloon, registered January, 1950. Fitted with EKCO radio and heater. Finished in heather grey.

MORRIS MINOR TOURER, reg. December, 1950. Finished in blue with beige upholstery.

M.G. 1½-litre saloon, registered May, 1950. Finished in maroon with beige upholstery.

M.G. "TC" two-seater, registered May, 1949. Finished in black with beige upholstery.

AUSTIN A.40 Countryman, reg. May, 1949. Finished in green with brown interior.



Sole Distributors:-  
London, Home &  
Eastern Counties

for



SPECIALISED COACHWORK  
SERVICE FOR  
MG AND BRISTOL  
AT

UNIVERSITY COACHWORK LTD.  
99, BOSTON RD., W.7. EALING 2611



## C.I.S. Motor Insurance

Policies Provide

Adequate Cover . Moderate Premiums  
Excellent Service . Absolute Security  
No-claim Bonus . 10% . 15% . 20% . 25%

## Co-operative Insurance Society Ltd.

109, Corporation Street, Manchester, 4  
London Office : 42, Kingsway, W.C.

Branch and District Offices in all the principal towns



## CARS FOR BUSINESS PURPOSES

### FORTHCOMING CHANGE IN TAX CONCESSION

When a car, new or used, is purchased for business purposes, an initial allowance of 40 per cent. against income tax is granted, apart from an annual allowance. This initial allowance is to cease as from April 5 next, and the advantage of buying now is apparent. We are noted for high-grade cars eminently suitable for business purposes and have an excellent selection. Examples:—

|                                                    |        |
|----------------------------------------------------|--------|
| '50 AUSTIN Sheerline, blk., rad., htr.             | £1,775 |
| '50 AUSTIN 8.70, sun tif., htr., 12,000 miles.     | £1,175 |
| '51 AUSTIN 8.70, sun tif., rad., 12,000 miles.     | £1,175 |
| '50 JOWETT Javelin 10, grey, rad., htr.            | £1,065 |
| '52 SINGER 1200 edn, azurite blue beige.           | £1,045 |
| '50 HILLMAN Minx Mark IV, blue fawn.               | £995   |
| '50 TRIUMPH Mayflower sal., 4,000 miles.           | £985   |
| '50 AUSTIN 8.40, grey/blue, sun rf., htr.          | £965   |
| '50 FORD Anglia, black, sun tif., 9,000 miles.     | £945   |
| '50 FORD Anglia, black, sun tif., 9,000 miles.     | £945   |
| '50 AUSTIN 10.70, Lancastrian 4-door, 15,000 miles | £1,295 |
| '50 HUMBER Hawk, steel grey, 7,000 miles.          | £1,295 |
| '50 ARMSTRONG Typhoon sal., beige/brown.           | £1,235 |
| '50 HUMBER Super Saloon, black, 14,000 miles.      | £1,085 |
| '49 MORRIS Six sal., maroon, 15,000 miles.         | £975   |
| '49 AUSTIN 8.70, black, sun tif., heated.          | £975   |
| '50 STANDARD Austin 14, black, red leather.        | £775   |
| '52 HILLMAN Minx Estate Car, silver grey.          | £745   |
| '52 VAUXHALL 10 sal., black, one owner.            | £695   |
| '47 MORRIS 8, black, very sound condition.         | £545   |
| '48 AUSTIN 10, sun rf., reconditioned.             | £835   |

\* SIX Months Written Guarantee.

\* A.A. or R.A.C. Inspection Invited.

**NAYLOR & ROOT LTD.**

25, EAST HILL,  
CLAPHAM JUNCTION, S.W.18

BATtersea 5272 (7 lines)

Hours: 9 to 6, Monday to Saturday.

**S.G. SMITH LTD**  
MOTORS

Offer the following: quality used cars:—

|                           |      |
|---------------------------|------|
| '50 AUSTIN 10.            | £205 |
| '50 VAUXHALL 10.          | £450 |
| '51 SINGER 12.            | £345 |
| '51 STANDARD 10.          | £325 |
| '50 PACKARD coupe.        | £475 |
| '50 TRIUMPH 10.           | £295 |
| '50 AUSTIN 8.70, sun tif. | £275 |
| '50 AUSTIN Big 7.         | £265 |
| '47 ROVER 12.             | £895 |
| '48 MORRIS 10.            | £695 |

And many others.

We are cash buyers of pre- and post-war cars.

Both urgently required.

Austin and Rootes Group agents.

All spares and service.

**S.G. SMITH LTD**  
MOTORS

285-287, Rye Lane,  
Peckham, S.E.15

Telephone: New Cross 8466

**H.A.  
SAUNDERS  
LTD**

### 6 MONTHS' GUARANTEE

|                                                  |        |
|--------------------------------------------------|--------|
| 1950 AUSTIN A.40 saloon, 6,000 miles             | £1,035 |
| 1950 AUSTIN A.70 saloon, 7,000 miles             | £1,195 |
| 1950 FORD Prefect saloon, 76 miles               | £965   |
| 1950 JOWETT Javelin de Luxe saloon, 14,000 miles | £1,145 |

**836-842, HIGH ROAD  
NORTH FINCHLEY,**

Phone: Hillside 0224 (6 LINES)

**GODFREY  
DAVIS LTD.  
NEASDEN**

### USED CARS WITH "NEW CAR" GUARANTEE

|                                                   |      |
|---------------------------------------------------|------|
| A few examples from our comprehensive stock.      |      |
| 1948 AUSTIN 8 saloon, black, one owner            | £565 |
| 1949 FORD Prefect Saloon, black, two owners       | £555 |
| 1947 FORD Prefect saloon, black, one owner        | £555 |
| 1948 FORD Prefect saloon, black, choice of two    | £545 |
| 1949-50 FORD Prefect saloon, choice of three from | £745 |
| 1948 MORRIS Ten saloon, green, one owner          | £745 |
| 1948 MORRIS 8 saloon, black, two owners           | £575 |
| 1949 VAUXHALL Velox saloon, black, one owner      | £575 |

DEFERRED TERMS, PART EXCHANGES

NEASDEN LANE, LONDON, N.W.10  
Gladstone: 6474.

**MAIDSTONE ENGINEERING CO.**

The Quality Car Specialist.

1938/9 BUICK Special Viceroy 31 h.p. saloon, 6-seater, immaculate. £375.

1947 STANDARD 12 b.p. de-luxe saloon, original black with maroon leather interior, £875.

1938 ROVER 14 saloon, 6 light, re-cellulosed black with brown leather interior, almost indistinguishable from new. £495.

1928/9 2½-litre JAGUAR saloon, finished black, excellent order. £475.

1946 MORRIS 8 saloon, black with brown interior, works engine fitted 1950, in excellent condition. £475.

All above cars are taxed and will be delivered free to your address.

Cross Street, Pendleton, Salford, 6.  
MANCHESTER.

Phone: PEN 3487

**HAROLD WEBB MOTORS LTD.**

Offer:



1948 DODGE 4-door 24 h.p. saloon R.H.D. Colour black. Very exceptional condition. Fitted many extras including heater, tailored seat covers, etc. Passed by Dodge experts ... £1,395

1950 (July) RILEY 2½-litre full 4-seater D.H. Coupe. As new. Price £1,750

1950 MORRIS Minor Tourer. Low mileage £495

1948 (June) M.G. 1½-litre Saloon ... £665

1946 STANDARD 8 de Luxe Saloon. Factory reconditioned engine ... £475

MANY OTHER POST-WAR BARGAINS IN STOCK

765-787, ROMFORD ROAD,  
MANOR PARK, LONDON, E.12

Telephone: ILFORD 0661



Rolls-Royce 25 h.p. owner-driver Sports Saloon by Hooper, with large luggage boot. The condition of this car is in every way perfect and the mileage is low. Price 1650 gns.

ALSO

1950 Bentley Standard Steel Saloon—600 miles only. Price £6200.

**EVANS & O'MALLEY LTD.**  
LOWNDES SQUARE, KNIGHTSBRIDGE, S.W.1

Telephone: SLOane 1352, 1353, 1709

# Car Bargainy



|                                                      |      |
|------------------------------------------------------|------|
| 20 HILLMAN Minx Ph. IV chs., 11,000 m., 1 owner...   | £625 |
| 20 FORD Prefect saloon, 18,000 m., 1 owner...        | £745 |
| 1948 FORD Prefect 4-door, 18,000 m., 1 owner...      | £725 |
| 1949 MORRIS 6 sal., 12,000 m., Exceptional cond.     | £525 |
| 1948 AUSTIN 14 5-dr. sal., rdo. ht., 15,000 m., 21c. | £585 |
| 1949 AUSTIN 14 5-dr. sal., 16,000 m., 21c.           | £585 |
| 1948-49 FORD Pilot saloon, radio, 1 c.c., 2 from...  | £525 |
| 1948 HUMBER Hawk sal., htr., low miles...            | £725 |
| 1949 TRIUMPH 1800 Roadster, 22,000 m., 1 owner...    | £525 |
| 1948 FORD 10 saloon, 16,000 m., 1 owner...           | £525 |
| 1948 MORRIS 10 de luxe sal., 1 owner, 2 from...      | £525 |
| 1947 AUSTIN 16 de luxe saloon, Excellent...          | £525 |
| 1948 AUSTIN 16 de luxe saloon, 1 owner, 2 from...    | £525 |
| 1948 HUMBER Hawk sal., htr., good condition...       | £745 |
| 1948 AUSTIN 16 saloon, htr., good condition...       | £525 |
| 1948 AUSTIN 8 4-door saloon, 2 owners...             | £465 |
| 1948 FORD 8 saloon...                                | £465 |
| 1948 HUMBER 27 super saloon, good condition...       | £415 |
| 1948 FORD 10 saloon, 16,000 m., 1 owner...           | £525 |
| 1948 STANDARD 4 2-dr. tourer, Excellent...           | £525 |
| 1948 AUSTIN 7 2-dr. saloon, Re-conditioned...        | £215 |
| 1948 DODGE 17 saloon, leather, 16,000 m., 1 owner... | £525 |
| 1947 AUSTIN 7 2-dr. saloon, very good condition...   | £215 |
| 1948 STANDARD 8 4-door saloon...                     | £465 |

at 237, BRIXTON HILL, S.W.1

TULee HILL 36443

|                                                  |        |
|--------------------------------------------------|--------|
| 1950 VAUXHALL Wyvern saloon, 12,000 m., 1 own... | £625   |
| 1949 VOLKSWAGEN sal., 12,000 m., 1st. Town...    | £1,000 |
| 1949 VAUXHALL Viva sal., 12,000 m., 1st. Town... | £1,000 |
| 1949 MORRIS Oxford sal., 12,000 m., 1 owner...   | £525   |
| 1949 H.L.G. 10 T.C. 14,000 m., Many extras...    | £625   |
| 1948 AUSTIN 16 saloon, 16,000 m., 1 owner...     | £525   |
| 1948 STANDARD 8 4-door sal., 1...                | £525   |
| 1947 HUMBER 16 saloon, Extra, 1 owner...         | £525   |
| 1947 FORD Prefect saloon, 1 owner...             | £525   |
| 1947 AUSTIN 16 saloon, 16,000 m., 1 owner...     | £525   |
| 1947 MORRIS 8 sal., new mileage, 2 from...       | £465   |
| 1947 SINGER 8 saloon, 1 owner...                 | £465   |
| 1947 AUSTIN 16 saloon, 16,000 m., 1 owner...     | £525   |
| (Rep.) HUMMER 17 saloon, Good condition...       | £465   |
| (Rep.) AUSTIN 8 saloon...                        | £465   |
| (Rep.) VOLKSWAGEN 5 saloon, Good condition...    | £465   |
| 1948 SINGER 8 saloon, Very good condition...     | £465   |
| 1948 HUMMER 16 saloon, Bargain...                | £525   |
| 1948 AUSTIN 16 saloon, Excellent condition...    | £525   |
| 1948 FORD 10 saloon, leather, good value...      | £525   |
| 1948 FORD 8 saloon, Loose covers...              | £465   |
| 1948 HILLMAN Minx de luxe saloon, Radio...       | £525   |
| 1948 H.L.G. 10 saloon, New head...               | £525   |
| 1948 HUMMER 16 saloon, Perfect condition...      | £525   |
| 1948 BOND Minor 197 c.c. As new...               | £265   |

★ Terms over 12-18 months. ★ 3 months' written guarantee on Post-War cars.  
★ Exchanges. ★ List of 200 cars on application.

**PRIDE & CLARKE LTD**  
STOCKWELL ROAD, S.W.9  
Phone: BRiXTon 6251 (100 lines & extns)

## ADLARDS

OF BRIXTON

are proud to offer

ex-demonstration & reconditioned  
ALLARD CARS

and to congratulate the Allard Motor Company on the wonderful success of their production saloon in the Monte Carlo Rally.

Full Ford Service available to all Allard owners.

**ADLARDS MOTORS LTD.**  
Allard Distributors  
43 ACRE LANE, S.W.2  
BRIXTON 6431

## CASH still GIVEN for CARS

GEORGE NEWMAN  
& CO.369 EUSTON ROAD  
LONDON, N.W.1

EUSTON 4444 (12 Lines)



1948 FORD 8 h.p. Anglia saloon, colour black with leatherhead upholstery, very clean car. £600.

1948 FORD 8 h.p. Anglia saloon, colour black with leatherhead upholstery, 16,000 miles. £645.

1950 FORD 10 saloon, model TW, colour dark green, with leather upholstery, very sound car. £315.

1949 FORD 10 Prefect saloon, colour beige with leather upholstery, car in exceptional condition, 6,000 miles. £600.

1950 FORD 10 saloon, Prefect saloon, colour green with leather upholstery, fitted radio and other extra, showroom condition. £600.

Exchanges &amp; Hire Purchase effected. Good Used Post-War Cars always WANTED

279, BALLARDS LANE  
NORTH FINCHLEY — HILLSIDE 4444

## BH MOTORS

### Selected Cars at Winter Prices

|                                                     |      |
|-----------------------------------------------------|------|
| 1948 FORD Prefect, immaculate...                    | £705 |
| 1949 BRADFORD de luxe utility...                    | £525 |
| 1949 Model FORD Prefect, new engine...              | £525 |
| 1948 (Rep.) ALLARD, Unsheered body, 4-dr. saloon... | £765 |
| 1947 MORRIS 4-door saloon...                        | £575 |
| 1947 AUSTIN 8 4-door saloon...                      | £585 |
| 1947 BROWN 8 saloon...                              | £515 |
| 1949 ROVER 10 saloon, saloon...                     | £585 |
| 1950 FORD 5-de luxe saloon...                       | £575 |
| 1950 ROVER 14 sports saloon...                      | £625 |
| 1950 TAXIMALL 14 saloon...                          | £625 |
| Six other pre-war cars to choose from.              |      |

Exchanges &amp; Hire Purchase welcomed

1464/8 HIGH ROAD,  
WHETSTONE (FINCHLEY),  
LONDON - - - N.20.

Phone: Hillside 6671/2



BUYING A USED CAR?  
Then first read this FREE  
Brochure!

Used Car Wisdom contains information that will save you time, trouble and disappointment when you buy a car. It also tells you how to get the best value for your money — and, these days, that's something well worth knowing!

Send for your free copy TODAY!

**JARVIS**  
OF WIMBLEDON Phone: LIBerty 5811-5

## TRINITY CARS LTD

offer

### the FOLLOWING USED GUARANTEED CARS

|                                                                                                                          |        |
|--------------------------------------------------------------------------------------------------------------------------|--------|
| 1949 TRIUMPH Mayflower saloon, radio, heater, 4,000 miles, maroon...                                                     | £1,005 |
| 1949 STANDARD Vanguard saloon, green with green leather, radio, heater, one owner, good condition, engine 4,000 miles... | £605   |
| 1949 JOWETT Javelin de Luxe saloon, black, beige leather, 16,000 miles, one owner...                                     | £605   |
| 1947 AUSTIN 16 h.p. 2-seater Martin Walker Ute, maroon, excellent condition...                                           | £605   |
| 1948 MORRIS 14 saloon, excellent condition for age...                                                                    | £605   |

Exchanges &amp; Hire Purchase effected. Good Used Post-War Cars always WANTED

94 NORTH SIDE,  
WANDSWORTH COMMON, S.W.18.  
VANDYKE 1168/7.

## MONTROE MOTORS

(N. H. BOSWELL)

HIRE PURCHASE &amp; PART EXCHANGES, FREE DRIVING TUITION, INSURANCE—IMMEDIATE COVER

|                                                        |      |
|--------------------------------------------------------|------|
| 1949 AUBURN 2-seater, white...                         | £165 |
| 1949 AUSTIN 10 late type utility van...                | £345 |
| 1949 AUSTIN 10 saloon, maroon...                       | £345 |
| 1947 FORD 10 Prefect, 4-door, saloon...                | £345 |
| 1947 FORD V.8 Utility...                               | £375 |
| 1947 (Rep.) FORD 10 Martin Walker Ute, maroon...       | £375 |
| 1948 FORD 10 saloon, black...                          | £345 |
| 1948 FORD 10 4-door, leather...                        | £345 |
| 1948 FORD 8 saloon de luxe...                          | £265 |
| 1948 FORD 8 saloon...                                  | £265 |
| 1948 FORD 8 saloon, maroon...                          | £265 |
| 1948 M.G. Midget P.R...                                | £215 |
| 1948 MORRIS Minor Jarvis drophead...                   | £755 |
| 1947 ROVER 14 saloon, black...                         | £435 |
| 1947 ROVER 14 saloon, maroon, recent outfit...         | £435 |
| 1947 ROVER 12 saloon, blue...                          | £450 |
| 1947 ROVER 12 saloon, black...                         | £450 |
| 1948 ROVER 14 saloon, black...                         | £450 |
| 1948 STANDARD 12 saloon, choice of two from...         | £240 |
| 1949 STANDARD 5 saloon, black...                       | £265 |
| 1949 STANDARD 5 saloon, maroon...                      | £265 |
| 1949 VAUXHALL 12 saloon, black, excellent condition... | £450 |
| 1949 VAUXHALL 10 saloon, excellent condition...        | £450 |
| 1949 WOLSELEY 17 Dayton special...                     | £145 |

## MONTROE MOTORS

(N. H. BOSWELL)

917 Epping New Road,  
Buckhurst Hill, Essex. BUC 1171/2  
Five minutes tube, Central line.

# Pecially Selected



**NEWNHAMS**

Established over 55 years

**TRIUMPH**

We specialise in Triumph Cars and are always pleased to receive enquiries from Buyers and Sellers of used models.

**SERVICE & SPARES**

Modern service facilities and very large stocks of pre-war spares.

235-7-9 HAMMERSMITH ROAD, W.6.  
Riverside 4646 (20 lines)

**HIGHFIELD GARAGE**

*Austin*

**SALES • SERVICE**  
see the new

**A40 SOMERSET**

and a selection of used Austin's in our showroom, below are a few examples:

1949 AUSTIN 16 h.p. As new ... £950  
1947 AUSTIN 16 h.p., 26,000 miles ... £675  
1946 AUSTIN 8 h.p. Above average ... £575  
1936 AUSTIN 10 h.p. Tourer original ... £250

other and our examples:

1951 Model ROVER P.4. 3,000 miles ... £2,150  
1946 VAUXHALL 14 h.p. Immaculate ... £725  
1939 JAGUAR 1½ litre. Splendid condition ... £595

700 GREEN LANE, WINCHMORE HILL, N.21  
Telephones: LABurnum 4705 & 6138.

**Lamb's**  
EST. OVER 40 YEARS  
OF WOODFORD  
ESSEX

Offer the finest selection of used cars between Piccadilly and the Wash. Each carrying our "new car"

**6 MONTHS' GUARANTEE**

A small selection:

|                                       |             |
|---------------------------------------|-------------|
| 1946 AUSTIN 10 saloon                 | 21,000 mls. |
| 1950 FORD Pilot                       | 900 mls.    |
| 1950 HILLMAN Minx Ph. IV saloon       | 4,000 mls.  |
| 1950 HUMBER Hawk 16 h.p.              | 6,000 mls.  |
| 1950 ('51 Type) HUMBER S/Snipe saloon | 5,000 mls.  |
| 1950 JAGUAR Mark V 3½-litre saloon    | 6,000 mls.  |
| 1949 MORRIS Oxford                    | 7,000 mls.  |
| 1949 MORRIS Oxford                    | 11,000 mls. |
| 1950 STANDARD Vanguard                | 12,000 mls. |
| 1950 STANDARD Vanguard                | 15,000 mls. |
| 1950 TRIUMPH Mayflower                | 8,000 mls.  |
| 1950 TRIUMPH Renown                   | 4,000 mls.  |
| 1950 TRIUMPH Renown                   | 14,000 mls. |
| 1950 WOLSELEY 4/50                    | 1,800 mls.  |

DEFERRED TERMS AND EXCHANGES ARRANGED

IF YOU HAVE A POST-WAR CAR TO SELL IT CAN BE PURCHASED WITHIN THE HOUR BY CONTACTING EITHER OF THE FOLLOWING ADDRESSES

**STANDARD HOUSE, SOUTHEND RD., WOODFORD, ESSEX**

Phone: WANSTEAD 6666 (20 lines)

London Buying Office:  
SLOUGH HOUSE

**16, BERKELEY STREET, W.1**

Phone: Mayfair 7654 (Ext. III)

**SMITH & HUNTER LTD.**

Established since 1898

|                                                   |        |
|---------------------------------------------------|--------|
| 1950 VAUXHALL Wyvern.                             | £645   |
| 1949 MORRIS Minor. One owner.                     | £745   |
| 1948 ROVER 75 6-light sal. Superb.                | £1,355 |
| 1947 VAUXHALL 14 sal. Very sound.                 | £735   |
| 1950 VAUXHALL 16 (12 h.p. engine), in nice order. | £630   |
| 1947 SINGER 10 sln. Excep. condition              | £555   |
| 1947 WOLSELEY 8 sln. black. Recom.                | £575   |
| 1946 FORD Anglia. Excellent through't             | £455   |
| 1939 ROVER 12. A splendid car.                    | £505   |
| 1938 WOLSELEY 2½ sln. Fine cond.                  | £445   |
| 1939 MORRIS 10 sln. An excellent car.             | £425   |
| 1938 (1939 model) AUSTIN Big 7. V. std.           | £315   |
| 1938 MORRIS 8 sln. Black.                         | £295   |
| 1937 AUSTIN 12 sln. Exceptional.                  | £285   |

Many others. See for List.

Pre-war ROVERS & MORRIES Urgently Wanted

**SELF-DRIVE HIRE INCLUSIVE TERMS 1951 SALOONS**

376, Kensington High St., W.14  
WESTern 2312 and 6417



Showrooms:

39-31, Edgware Road,  
Marble Arch, London, W.1  
Telephone: F.A.D. 2073-9

Service Station:  
Middleton Middle, Hospital

Cleveland Street, W.1

Telephone: M.U.R. 1302, 1304, 1374

OPEN DAY AND NIGHT

Buyers of Unusual and Low Mileage Cars.

1950 M.G. 1½-litre sports saloon. Colour maroon, carefully maintained by one owner. Many extras ... £1,975

1949 SINGER "1500" (Regd. Oct.) Saloon. Beige with leather. One owner, in excellent condition throughout. .... £895

1948 MORRIS 5 four-door saloon. Really first-class mech. cond. and appearance. .... £835

All cars thoroughly checked and serviced at our works before being offered for sale.

**BROWNS  
OF LOUGHTON**

|                                                               |      |
|---------------------------------------------------------------|------|
| 1949 FORD Prefect saloon de luxe                              | £725 |
| 1947 MORRIS 8 saloon de luxe                                  | £635 |
| 1947 STANDARD 8 saloon                                        | £645 |
| 1946 JAGUAR 1½-litre saloon de luxe                           | £705 |
| 1940 JAGUAR 1½ litre saloon de luxe                           | £595 |
| 1940 AUSTIN 8 h.p. saloon                                     | £425 |
| 1939 SUNbeam TALBOT 3½-litre saloon<br>in excellent condition | £825 |
| 1939 DAIMLER 2½-litre saloon de luxe                          | £735 |
| 1939 WOLSELEY 14 h.p. saloon de luxe                          | £645 |
| 1938 LANCHESTER 14 h.p. sports saloon<br>de luxe              | £715 |
| 1937 ROVER 12 sports saloon de luxe                           | £525 |
| 1936 ROVER 12 sports saloon de luxe                           | £525 |
| 1936 JAGUAR 1½-litre saloon de luxe                           | £550 |
| 1935 ROVER 14 sports saloon de luxe                           | £535 |

3 MONTHS' WRITTEN GUARANTEE  
(For all cars over £200)

**HIGH ROAD, LOUGHTON ESSEX**  
LOUGHTON 4119, 3838  
THREE MINS. TUBE CENTRAL LINE

*Walter Scott*

**WANTS**

**GOOD  
USED  
CARS**

PRImrose 5914

The WALTER SCOTT MOTOR Co. Ltd.  
39 COLLEGE CRESCENT  
HAMPSTEAD, N.W.3  
(Foot of Fitzjohn's Avenue)

**Automobile Efficiency**

Maintaining Performance with  
ELECTRICAL TEST EQUIPMENT

By E. T. LAWSON HELME,  
A.M.A.T., A.M.I.M.I.

A NEW book for Garage Proprietors, Managers, Mechanics and Auto-electricians. Describes the development of an organised service of engine and electrical tuning and maintenance so that maximum performance and reliability are obtained from every vehicle.

10s. 6d. net. By post 10s. 11d.

Obtainable from all booksellers or from :

ILIFFE & SONS LTD., DORSET HOUSE  
STAMFORD STREET, LONDON, S.E.1



# The Car Mart Ltd

AUSTIN LONDON DISTRIBUTORS

## High Grade Used Cars with Six Months' Guarantee

|                                                                   |        |   |                                                                                        |        |
|-------------------------------------------------------------------|--------|---|----------------------------------------------------------------------------------------|--------|
| 1950 AUSTIN A.40 Saloon, heater,<br>3,000 miles                   | £1,115 | ● | 1950 RILEY 1½-litre Saloon, 12,000<br>miles                                            | £1,495 |
| 1950 AUSTIN A.70 Saloon, heater,<br>11,000 miles                  | £1,215 | ● | 1950 ROLLS-ROYCE, 25/30 h.p.<br>Four-Six Fixed Coupe by Gurney<br>Nutting, 9,000 miles | £5,950 |
| 1949 AUSTIN 16 h.p. Saloon, radio,<br>heater, 13,000 miles        | £1,050 | ● | 1948 STANDARD 12 h.p. Drophead<br>Coupe, radio, 10,000 miles                           | £895   |
| 1949 AUSTIN A.125 Sheerline Saloon,<br>radio, heater, 9,000 miles | £1,695 | ● | 1950 SUNBEAM-TALBOT 80 Saloon,<br>6,000 miles                                          | £1,145 |
| 1950 BENTLEY Mark VI Standard<br>Steel Saloon, 13,000 miles       | £5,450 | ● | 1950 (Nov.) TRIUMPH Mayflower<br>Saloon, heater, 3,000 miles                           | £1,065 |
| 1950 (Dec.) FORD Anglia Saloon, 600<br>miles                      | £795   | ● | 1947 TRIUMPH 1800 Roadster,<br>16,000 miles                                            | £925   |
| 1950 HILLMAN MINX Phase IV<br>Drophead Coupe, 8,000 miles         | £1,015 | ● | 1950 TRIUMPH 2000 Renown Saloon,<br>heater, 5,000 miles                                | £1,375 |
| 1950 HUMBER HAWK 16 h.p.<br>Saloon, heater, 4,000 miles           | £1,525 | ● | 1949 VAUXHALL Wyvern Saloon,<br>13,000 miles                                           | £935   |
| 1947 M.G. T.C. 2-seater, 13,000 miles                             | £725   | ● | 1950 VAUXHALL Velox Saloon,<br>6,000 miles                                             | £1,150 |
| 1950 MORRIS MINOR Tourer, 3,000<br>miles                          | £795   | ● | 1950 WOLSELEY 6-80 Saloon, radio,<br>heater, 10,000 miles                              | £1,220 |
| 1948/49 MORRIS 10 h.p. Saloon, 9,000<br>miles                     | £850   | ● | 1949 STANDARD Vanguard Estate<br>Car, 19,000 miles                                     | £1,125 |
| 1950 MORRIS OXFORD Saloon,<br>7,000 miles                         | £1,055 | ● |                                                                                        |        |

### USED CARS WANTED

We have a ready market for used vehicles and would appreciate the  
offer to purchase all types.



OFFICIAL RETAILERS FOR  
ROLLS-ROYCE AND BENTLEY CARS



#### STANHOPE HOUSE

320, Euston Road, London, N.W.1

EUSTON 1212

#### AUSTIN HOUSE

297, Euston Road, London, N.W.1  
EUSTON 1212

16, UXBRIDGE ROAD, EALING, W.5  
EALING 6717

CENTRAL LONDON SERVICE  
UPPER MONTAGU STREET  
London, W.I  
AMBassador 1837

#### GLoucester House

150, Park Lane, London, W.I  
GROsvenor 3434

WELSH HARP, EDGWARE ROAD  
LONDON, N.W.9  
HENderson 6500

382, STREATHAM HIGH ROAD  
London, S.W.16  
STReatham 7751



## USED CARS FOR SALE AND WANTED--SPARES AND SERVICE

## Alvis Spares and Service

SERVICE and spares for Alvis cars.  
**A** LVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams. Advisor, Gram, London.

**A** LVIS, Ltd., Service Station, Hollyhead Rd., Coventry. Tel. 5501. Grams. Alvis, Coventry.

**C** HARLES FOLLETT, Ltd., Alvis specialists.

**S**HOWROOMS: 18, Berkely St., W.I. May. 6266.

## SPARE parts.

**S**ERVICE: Barnardsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5898-7-8.

**K** INGSTON-ON-THAMES.—Sales, Service and Spares. K.-O. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241.

**A** LVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burgrave Lane, Manchester 19. Runs. 2374-5.

## AMERICAN CARS

## RAYMOND WAY.

**R**AYMOND WAY, Seven Kings Branch offer:—

**399** 1950—Chrysler Plymouth 1937 (1939 registered) 2½hp fourcyl. fixed head coupe, superbly maintained, 10 months guarantee, as new. Price £1,000. New tyres, radio, heater, Rimbushers twin horns, twin spotlights and many extras; taxed; the highest cash for car money in the country. 3 months written guarantee.

**R**AYMOND WAY.—773, High Rd., Seven Kings. Tel. Seven Kings 4066. [1751]

## SIDNEY MARCUS, Ltd.

**1950** Chevrolet de luxe saloon, low mileage, as new, choice of two. SIDNEY MARCUS, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3551-670. [5308]

## SIMPSON'S MOTORS offer:—

**1948** model Buick 51 super, registered 1947, f.h.d. fitted seat covers, leather upholstery, electrically operated hood, heater and seat covers.

**1949** 1948 2-door saloon, fitted with heater, A.T.C. type Oldsmobile, registered 1951, hydraulic fitted heater and seats covers.

**1949** 1948 2-door saloon, fitted with heater, Studebaker Champion, registered 1951.

**1948** 1948 2-door convertible—Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 8991. [5905]. [7101]

**J**O THOMPSON (MOTORS), Ltd., offer:—

## A SELECTION of American cars.

**C**URRIER model Power Glide, brand new Chevrolet convertible coupe, colour black, interior red leather upholstery. JOE THOMPSON (MOTORS), Ltd., 37, Fulham Rd., South Kensington (next to Michelins). Ken. 4066. [6210]

## American Cars Wanted

## SIDNEY MARCUS, Ltd.

## BIGGEST buyers of American cars.

**B**IGGESTLY require post-war American cars.—33, Sloane St., S.W.1. Tel. Sloane 6670-70. [1507]

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., require American cars (1957 onwards).—Wembley 8991. [5905]. [6247]

## ARMSTRONG SIDDELEY

## P &amp; J PASS &amp; JOYCE, Ltd., offer:—

**1950** Armstrong Siddeley 18hp Lancaster saloon, one owner, synchromesh gear box, as new with 6 months' guarantee. £1,625—184. Gt. Portland St., W.1. Museum 1903. [17074]

## BROOKLANDS

**1949** Armstrong Siddeley Lancaster saloon, black, 1949. Fitted by makers. 3 New Bond St., London, W.1. Mayfair 6351. [6

**103** R. P. FUGGLE, Ltd.

**1948** Armstrong Siddeley Lancaster saloon, 19,000 miles maintained by manufacturers in admirable condition throughout. £1,175. R. P. FUGGLE, Ltd., Bushey Health, Herts. Tel. 1665. [4377]

**R**USSELL MOTORS offer:—

**1950** Armstrong Siddeley Lancaster saloon, 11,000 miles only, exceptional car. THE above car subject to any trial or examination.

**R**USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 2266. [7115]

**T**OM GARNER, Ltd., offer:—

**A** RMSTRONG SIDDELEY (18hp) 2½-litre Whitley 1950, 1950, with green leather, 300 miles only; list price plus hire charge £1,000. T. GARNER, Ltd., Blackfriars 9265-6. [16946]

**C**HALES FOLLETT, Ltd., offer:—

**1950** Armstrong Siddeley Typhoon, blue, 16,000 miles, very good condition throughout serviced and guaranteed. £1,525. 18, Berkely St., W.I. May. 6266.

**S**ERVICE Works and Stores, Barnardsdale Yard, off Elgin Avenue, W.2. Tel. Colindale 5956-6. [7356]

**18** Armstrong Siddeley 17hp saloon, fitted selector gear box, bodywork and interior in perfect condition. £455.

**F**ERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gta. 2254. [4900]

## ARMSTRONG SIDDELEY

**A** CK SERVICE STATION (LONDON), Ltd., offer:—

**A** RMSTRONG SIDDELEY Typhoon, 1946, black, beige hide, magnificent condition throughout. £750.

**N** OVELLS LTD., Stonebridge Park, N.W.10. Elgar 5565 (5 lines).

**G**ORDON CARS (LONDON), Ltd.—1950 Armstrong Hurricane coupe, £1,475.

**G**ORDON CARS (LONDON), Ltd.—1948 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1946 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1945 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1944 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1943 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1942 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1941 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1940 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1939 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1938 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1937 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1936 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1935 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1934 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1933 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1932 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1931 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1930 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1929 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1928 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1927 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1926 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1925 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1924 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1923 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1922 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1921 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1920 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1919 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1918 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1917 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1916 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1915 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1914 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1913 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1912 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1911 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1910 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1909 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1908 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1907 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1906 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1905 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1904 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1903 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1902 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1901 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1900 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1899 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1898 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1897 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1896 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1895 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1894 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1893 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1892 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1891 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1890 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1889 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1888 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1887 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1886 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1885 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1884 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1883 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1882 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1881 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1880 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1879 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1878 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1877 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1876 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1875 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1874 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1873 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1872 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1871 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1870 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1869 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1868 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1867 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1866 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1865 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1864 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1863 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1862 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1861 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1860 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1859 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1858 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1857 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1856 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1855 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1854 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1853 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1852 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1851 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1850 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1849 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1848 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1847 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1846 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1845 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1844 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1843 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1842 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1841 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1840 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1839 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1838 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1837 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1836 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1835 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1834 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1833 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1832 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1831 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1830 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1829 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1828 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1827 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1826 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1825 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1824 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1823 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1822 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1821 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1820 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1819 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1818 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1817 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1816 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1815 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1814 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1813 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1812 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1811 Armstrong Hurricane coupe, £1,255.

**G**ORDON CARS (LONDON), Ltd.—1810 Armstrong Hurricane coupe, £1,255.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- AUSTIN EIGHT**
- D. J. SHEPHERD & Co. (ENFIELD), Ltd.
- 1947 Austin 8 de luxe 4-door saloon black, brown interior, excellent condition: £335. (November) Austin 8, taxed black, brown leather, heater, good condition, etc., exceptionally well maintained, showroom condition: £355.
- D. J. SHEPHERD & Co. (ENFIELD), Ltd. 435, Hertford Rd., Enfield. Howard 1631. £335.
- £395**—Austin 8 1940 type 2-door saloon, excellent condition throughout, recon. engine; many others.
- BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Tel. 5065—Open Mon. to Sat. 9.30 a.m. to 5 p.m. (150 yards Holland Park Tube.) £684.
- 1946 Austin 8 saloon, lovely condition all round, young tyres all new, and new engine just recently fitted. £350.
- WADEHAM GARAGES, Ltd., Weston-super-Mare. Tel. 269.
- 1940 Austin 8 2-door saloon, excellent mechanically, black, blue trim: £345.—King's Motors, 1, High St., Hunslet. Tel. 5332. (7096)
- 1947 Austin 8 4-door saloon, exceptional condition, black, one owner, any trial: £315.—Herbert & Mills, Church Rd., Ashford. Middx. Tel. 2860. (4423)
- 1942 Austin 8 saloon, grey with blue upholstery, privately owned in immaculate condition, £325.—Northways Garage, Finsbury, N.W.1. Tel. 1127.
- 1947 8hp sunroof saloon, black, brown, one owner, exceptional condition: £325.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.1. Tel. 1222 (wall G. 1).
- WALTER SCOTT, Ltd., 1946 Austin 8 saloon, black, M. excellent condition, one owner: £345. terms exchanges: 39. College Crescent, Hampstead, N.W.3. (Finchley Road Tube). Tel. 3914. (7159)
- 1939 Austin 8 saloon, in exceptional condition, black, leather interior, leather interior, almost indistinguishable from post-war model: £425. Griffins Garage, Weybridge 1491. (7730)
- Austin Eight Cars Wanted**
- C
- M
- THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—237, Euston Rd., N.W.1. Euston 1212.
- OWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Tel. 6041.
- A few, post-war Austin 8 required.—Fortune, 5, Brine A. Court, Kingston Hill, Surrey. Tulse Hill 1288 (day) 263.
- CASH buyers of low mileage Austin 8s. distance no object.—Hatton's, Lord St., Southport. Tel. 2666. (7064)
- AUSTIN TEN**
- PALMERS MOTORS, Ltd.
- 1938 Austin 10 saloon de luxe, excellent condition throughout: £325; exchange and terms: 35. York St., Twickenham. Pupsgrove 1890. (7457)
- C.M.I. CAR SALES (Pty. 6623) offer:—
- 1946 Austin 10 saloon, black, record, engine recently fitted.—Swan Cottage, Finchley Rd., N.19. (3574)
- D. J. SHEPHERD & Co. (ENFIELD), Ltd.
- 1946 Austin 10 de luxe saloon, black, brown interior, excellent condition: £355.
- D. J. SHEPHERD & Co. (ENFIELD), Ltd. 435, Hertford Rd., Enfield. Howard 1631. (1309)
- 1940 Austin 10 de luxe saloon, black, specimen car: £325.
- RIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. (7334)
- 1946 Austin 10 saloon, black, with blue leather, excellent condition throughout: £355.
- H. SAUNDERS, Ltd., 350, Euston Rd., N.W.1. Tel. 4511. (1711)
- 1946 Austin 10 de luxe saloon, one owner, unmarked and very well maintained, guaranteed: £375.
- G. THAMES, King 2241. (6629)
- AUSTIN 10, 1947 faultless superior condition, heater: £260.—Willoughby Cottage, Spixworth, Norwich. (7404)
- 1938 Austin 10, black, immaculate condition: £450.—Hendon Central Garage, Hendon 1425.
- 1935 Austin 10 saloon, good car: £235.—Austin Auto. Ltd., 127, Parkway, N.W.1. Euston 2700. (7443)
- 1947 Austin 10 de luxe saloon, reconditioned engine recently fitted, superb condition, guaranteed: £305.
- W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames 2241. (6628)
- 1947 Austin 10 saloon, black, leather interior, reconditioned engine, perfect condition: £275.
- Below: Austin 10 saloon, black, leather interior, perfect, recommended condition throughout: £250.
- FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. (7466)
- 1947 Austin 10 saloon in excellent condition: £275.—John Gray 20 Bertram Lane, N.W.2. Speedwell 1242. (16748)
- 1946 Austin 10 saloon, fitted radio, heater, excellent condition throughout: £265.—Hendon Garage, Hendon 1425. (1306)
- 1939 Austin 10 de luxe saloon, excellent, guaranteed: £365; payments:—Vaughan 17, Astwood Mews, S.W.3. Tel. 1310. (7434)
- 1939 Austin 10 saloon de luxe: £420.—(Burgess of Good Used Cars, 25, Haverstock Hill, N.W.3. Primrose 4441. (2341))
- 1938 (March) Austin 10 4-door 4-seater cabriolet, exceptional condition throughout: £350/10.—King St., Hammersmith, W.6. Riverside 2637/8. (7774)
- AUSTIN TEN**
- 1937 Austin 10 Cambridge de luxe saloon, in original and superb condition, one owner, taxed 1948. £445.—Northways Garage, Swan Cottage, N.W.3. Primrose 1127. (7449)
- 1946 Austin 10 de luxe 4-door saloon, black, brown leather upholstery, excellent condition throughout, one owner: £365.—Northways Garage, Swan Cottage, N.W.3. Primrose 1127. (7447)
- £386**—Austin 10 Cambridge de luxe, excellent mechanically, one of the finest and cheapest yet offered: 3 months guarantee; hire purchase, exchanges welcome.—L. A. LINDNER, 1, Clarendon Rd., Holland Park, London, W.8. Tel. 6221. (16806)
- WALTER SCOTT, Ltd., 1937 model Austin 10 de luxe saloon, black, excellent condition: £335; also 1936 10hp Cabriolet, exceptional: £285. terms exchanges: 39. (7449)
- 225 gns.—Austin 10, 1937 model, Cambridge de luxe 4-door saloon, black, sliding head, blue leather; terms exchanges; list: open 9-7 days and 2 days. (7479)
- 1938 Austin 10 Cambridge saloon de luxe engine recirculated, and clutch just reconditioned, completely reconditioned, new carpets, tyres and batteries in excellent condition, genuine low mileage one owner: £325.—G. & G. Griffin, Westgate, Weybridge 1771.
- 1946 (Oct.) Austin 10hp saloon, black, brown leather, 26,000 very careful miles, replacement engine, mechanically excellent, appearance semi-new, reconditioned: £245; exchanges, deferred payment:—John S. Truscott Ltd., 178, Westbourne Grove, W.11. Bay. 4274. (17211)
- Austin Ten Cars Wanted**
- C
- M
- THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. (1063)
- A few, post-war Austin 10 required:—23, Broadwalk Court, W.8. Tel. 1288 (day). (1074)
- OWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Tel. 6041. (1060)
- CASH buyers of low mileage Austin 10: distance no object.—Hatton's, Lord St., Southport. Tel. 1785.
- A HIGH price paid for good Austin 10: £387. (7453)
1. 1 Belmont Hall Court, Belmont Grove, S.E.13. Tel. Lee Green 4555. (5889)
- AUSTIN A8**
- CAR MART, Ltd.
- LONDON Distributors.
- 1950 Austin A40 saloon, heater, 3,000 miles: £115.
- 1949 Austin A40 saloon, heater, 4,000 miles: £1015.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Tel. 1212. (1753)
- URSELL MOTORS offer:—
- 1950 Austin A40 saloon de luxe, 15,000 miles only. The above car subject to any trial or examination.
- URSELL MOTORS (KNIGHTSBOROUGH), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 5366. (4355)
- B. J. HUNTER, Ltd., offer:—
- 1950 Austin A40 saloon, full de luxe model: £395. Below: (1753)
- 1949 Austin A40 saloon, country car, carefully used: £365. Below: (1753)
- J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. (19673)
- H. A. SAUNDERS, Ltd., offer:—
- 1950 Austin A40 saloon, black with grey upholstery, 7,000 miles: £1,035.
- 1950 Austin A40 saloon, grey with blue upholstery, 7,000 miles: £1,035.
- 836—Austin A40, 1948, 100 miles: £1,035.
- PHILLIP RICKARDS, Ltd., offer:—
- 1950 Austin A40, grey/blue, heater/roof, 6,700 miles:—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/5. (7012)
- DALE SLATTER, Ltd., offer:—
- 1950 Austin A40 Countryman, green: £225.
- 44—Aldebrand Hill, N.15. Tel. Palmer Green 1205/713. (1976)
- D. J. SHEPHERD & Co. (ENFIELD), Ltd.
- 1950 Austin A40, grey, blue leather interior, mileage 4,000, condition as new, taxed 'til end of year: £215. Below: (1762)
- D. J. SHEPHERD & Co. (ENFIELD), Ltd. 435, Hertford Rd., Enfield. Howard 1631. (6229)
- CENTRAL GARAGE (CROYDON), Ltd., offer:—
- 1949 Austin A40, grey with blue leather, excellent condition: £300.—Central Garage (Croydon), Ltd., Croydon 6474. (7643)
- 1949 Austin A40, new condition one owner: £285.
- MAIAIR CARRIAGE CO., Ltd., The Hyde, Edware Rd. N.W.9. Col. 8082. (17623)
- 1950 black, brown upholstery, moderate mileage: £195. terms exchanges. (7643)
- ERIC HAYES, Ltd., 15, Bishop's Bridge Rd., Paddington 10 w. Tel. Paddington 0289. (7708)
- 1950 Austin A40 saloon, fawn: £350.—C. A. Petro. Ltd., 43, North Audley St., W.1. Mayfair 7060. (1760)
- AUSTIN A8**
- 1950 (Sept.) Austin A40 saloon, as new, very low mileage:—O. Vidal, 43, Crawford St., W.1. Pad. 4915. (1761)
- 1949 Austin A40 saloon, grey, one owner, excellent condition: £385; hire purchase and exchanges arranged.
- COLLY'S GARAGE, Earls Court Rd., S.W.5. Tel. 0065. (5266)
- Austin A40 saloon, grey, excellent condition, one owner: £350.—Pete, 2, King St., Wilton, N.R. Salisbury. (17542)
- 1948 A9 Dorset saloon, green, reconditioned en- Lid, Southgate, N.14. Tel. 6522. (1760)
- 1949 Austin A40 saloon, radio, heater, 11,000 miles, excellent condition: £375.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. (7053)
- 1949 (September) Austin A40 Devon saloon, fitted heater and rim, emblinials, grey, one owner, excellent condition: £305.—Sands, Burnham, Herts. (17772)
- 1949 Austin A40 Devon 4-door saloon, grey with beige upholstery, very carefully maintained in beautiful condition: £385.—Pantries Service Garage, London Rd., Guildford 5326. (16936)
- (October) Austin A40 Devon saloon, sliding door, heater, radio, 11,000 miles: £385.—G. Golders Green Road, N.W.11. Speedwell 0011. (17219)
- GERRY BROWNE MOTORS, 55-57, South Edwards Rd., London, W.8. Western 4351. Trade only.
- 1949 A40 saloon, grey, blue upholstery, 7,600 miles, one owner: £365; a selection always in stock from 1946 onwards. (1761)
- 1948 Austin A40 Dorset 2-door saloon, first registered 22.12.48, finished panel green with beige leather upholstery, fitted heater, radio, loose and complete, excellent condition throughout.
- ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 1801. (1701)
- 1949 Austin A40 saloon, grey with grey leather, radio, heater, 11,000 miles, one owner, care taken: £365. (1761)
- 1949 (June) Austin A40 Devon saloon, grey with black leather, heater, radio, heater, one owner, one owner, 31,000 miles: perfect: £400.—Gibson Sports Cars (Kinchur), Ltd., Lyndhurst Rd., Chichester, Sussex. Tel. 1881. (16500)
- 1949 blue leather blue saloon, heater, radio (completely reconditioned) 11,000 miles, excellent main- tained, most reliable condition throughout, main reasonable cost. Aips, Providence Court, North Audley Street, Mayfair 2941. (17056)
- 795 gns.—Austin A40, August 1948, Dorset saloon, black, burnt leather, heater, one careful owner, small mileage, excellent condition, complete: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1781)
- Austin A10 Cars Wanted**
- T
- E
- C
- AR
- M
- THE CAR MART, Ltd.
- AUSTIN cars REQUIRED immediately.
- MAKE your enquiries to
- AUSTIN House, 297, Euston Rd., N.W.1.
- ROAD, London, N.W.1.
- TELEPHONE: Euston 1212.
- A 40 car wanted—Mac. 3 Park Hill, Carrington, Glos. (1616)
- A few, post-war Austin A40 required:—R. Roffey Rd., S.W.10. Tel. Hill 2766 (day). (17026)
- OWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Tel. 6041.
- CASH buyers of low mileage Austin A40s, distance no object:—H. A. Smith 228, Harewood 228.
- AUSTIN A40 cars wanted—Motorists (London), Ltd., are immediate cash buyers of A40s with long saloons.—Great North Rd., E. Finchley Station, N.1. Tudor 2301-2. (17098)
- CAR MART, Ltd.**
- LONDON Distributors.
- 1946—Austin 12hp saloon, 6 months' guarantee: £700.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (17554)
- C.M.I. CAR SALES (Pty. 6623) offer:—
- 1949 Austin 12 4-door saloon, black, maroon up- pleated, reconditioned engine fitted, ex- cellent condition throughout.—Swan Cottage, Finchley Rd., N.W.3. Tel. 1703.
- 1936 Austin 12 saloon, sound reliable car: £225.—Bray Hill 1200. (17521)
- £495—Austin 12, 1940 4-door saloon, exceptional exterior, sliding roof, heater; many others!
- BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.8. Tel. 5065—Open Mon. to Sat. 9.30 a.m. to 5 p.m. (50 yards Holland Park Tube.) (16953)
- AUSTIN 12, 1947 (April), one owner: £700.—Burn St., N.W.1. Paddington 6801. (17155)
- 1939 Austin 12/4 Ascot de luxe saloon, recent overhaul, clean condition: £240.—Bray Motors 180-184 West End Lane, N.W.1. Hammar- 6490. (16540)
- 1939 Austin 12 Gordon 4-door convertible saloon, really nice condition: £350; also 1936 12/6. Store arranged: £245.—A. E. Motors, Palmerston Rd., N.W.5. Tel. 4723/33. (1798)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN TWELVE

**345 gns.**—Austin 12, August 1937, Ascot de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, excellent condition; terms, exchange, just open 9-7 week days and Saturdays.—Royland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7360]

## Austin Twelve Cars Wanted

C  
M

**T**HE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 2901. [10954]

**C**ASH buyers of low-mileage Austin 12s; distance no object.—Huttons, Lord St., Southport. Tel. 2266.

**R**OWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [7362]

**1937**—8-9 Austin 12 saloons and limousines wanted.—Metroliners (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [10954]

## AUSTIN SIXTEEN

## CAR MART, Ltd.

LONDON Distributors.

**1949** Austin 16hp saloon, radio, heater, 15,000 miles, £1,050.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7556]

**D**J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

**1948** Austin 16, colour grey, brown leather interior, excellent condition throughout, £990.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631. [8006]

**1938** Austin 16, brown leather upholstery, one Austin 16 saloon, fitted loose covers and link mats, twin spotlights; £775.

**1946** Austin 16 saloon, black, brown leather upholstery, £850.—Metroliners (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [10954]

**F**ERDWOOD OF CRICKLEWOLD, Ltd., 200-220, Cricklewood Broadway, N.W.9. One 2234. 16503

**1946** Austin 16 saloon, in excellent condition, radio and heater.—John Gray, 20, Herne Lane, N.W.3. Stowwell 1242. [1721]

**1948** Austin 16 saloon, 23,000 miles, one owner; £550.—Blue Star Garages Ltd., 364, Kensington High St., W.14 (Western 5651-2). [7259]

**A**USTIN 16, August, 1947, perfect condition, black and brown leather, exceptional value; £725.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [4486]

**1949** Austin 16 de luxe saloon, finished black with brown hide, beautifully maintained, fitted with heater and windscreen demisters, one private owner since new; £950.

**R**OBINS, 96-98, Upper Richmond Rd., East Putney S.W.13. Tel. 16729.

**850 gns.**—Austin 16, 1948, de luxe 4-door saloon, grey, sliding head, brown leather and cloth upholstery, excellent condition; terms, exchanges.—Rowland Smith, below.

**695** saloon, black, sliding head, brown leather, carefully used, exceptional condition; terms, exchanges; list, open 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7362]

**1948** (March) Austin 16hp saloon, blue with brown leather, fitted heater, perfect throughout; £655.—Gibsons Sports Cars (Exeter), Ltd., London Rd., Christchurch, Hants. Tel. 6649. [1649]

**1949** Austin 16 saloon, blue, black wings, brown leather, £850.—Carey, owner, very low mileage, fitted radio and heater.—Cos' Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319. [1605]

**1948** Austin 16 de luxe saloon, 17,000 miles, one owner, quite unmärkt, open any examination, bargain; £455.—Austin 16, 1948, 16 saloon, black with brown leather upholstery, excellent condition; terms, exchanges.—Rowland Smith, below.

**T**ANKARD & SMITH, Ltd., offer 1946 Austin 16 saloon, black with brown leather upholstery, excellent and interior very clean, mechanically excellent; £765, three months written guarantee; also 200 guaranteed miles, all parts included; £100 deposit, written guarantee; also 200 guaranteed use of car of all makes.—Below.

**T**ANKARD & SMITH, Ltd., offer 1946 Austin 16 saloon, black with brown cloth to rear and leather front seats, a beautifully maintained car, moderate mileage only; £625, three months written guarantee; also 200 guaranteed use of car of all makes.—Below.

**T**ANKARD & SMITH, Ltd., 194, Kings Rd., S.W.3. Tel. Flaxman 4604-3. [16944]

**HIRE** 16hp Austin 4-door Limousine, 1949, partition, forward occasions; other low mileage, black, cash or part exchange. Stern & Sons, 20, Grosvenor Gardens, S.W.1. Tel. 2941. [7024]

## Austin Sixteen Cars Wanted

T  
H  
E  
C  
ART MART, Ltd.

**A**USTIN cars

**R**EQUIRED immediately.

**M**AKE your enquiries to

**A**USTIN House, 297, Euston

**R**OAD, London, N.W.1.

**T**ELephone: Euston 1212.

**T**CASHP buyers of low-mileage Austin 16s; distance

no object.—Huttons, Lord St., Southport. Tel. 2266.

**Austin Sixteen Cars Wanted**  
WANTED, Austin 16s, 1948 and 1949 saloons.—Motorists, East Finchley Station, Tudor 2301-2. [10708]

**R**OWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [7362]

**A**& **S** Hire Car 1949-1951 Limousine required, please send full details and price.—Austin & Saunders, Providence Court, North Audley Street, Mayfair 2941. [7018]

**AUSTIN A70 & A90**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin A70 saloon, radio, heater, 11,000 miles; £1,215.

**1950** Austin A90 Atlantic convertible power operated, radio heater, 13,000 miles; £1,195.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7555]

**H**. A. SAUNDERS, Ltd.

**A**USTIN 16, 12,000 miles—Radlett, Herts. Tel. Radlett 6167 and 5849. [13718]

**A**. A. SAUNDERS, Ltd., offer:—

**1950** Austin A70 saloon, grey with grey interior, 7,000 miles, heater, etc.; £1,195. [7262]

**836** [7600]

**P**HILIP RICKARDS, Ltd., offer:—

**1950** Austin A70, blue, heater/roof, 5,500 miles—4, brick St., Park Lane, London, W.1. Grosvenor 4772-5. [17019]

**AUSTIN EIGHTEEN**

**£285**—1950 Austin 7-passenger saloon, clean condition, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6041. [10954]

**L**OW mileage Austin A90 convertible required—Imperial Motor Mart, Cheltenham. Tel. 2065. [7000]

**A**LMOST new Austin A70 required; cash payment.—A. Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4499. [10954]

**AUSTIN EIGHTEEN**

**£285**—1950 Austin 7-seater limousine, 35,000 miles only, immaculate.—R. C. Morlake, 553, Kensal Rd., London, W.10. Ledbrook 3155; after 6.30 Arnold 4604. [10954]

**1938** 18hp Austin 7-seater limousine, 35,000 miles only, immaculate.—R. C. Morlake, 553, Kensal Rd., London, W.10. Ledbrook 3155; after 6.30 Arnold 4604. [10954]

**1949** Austin 7-passenger limousine, chauffeur driven, 20,000 miles, just replaced; £1,250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [7263]

**245 gns.**—Austin 18, 1950, Herford de luxe 4-door 7-passenger saloon, black, sliding head, leather upholstery, care used, unusual condition; terms, exchanges; list, open 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7362]

**A**& **S** Limousines also seven passenger saloons, selected carriages, with mechanical guarantee certificate.

**L**IMOUSINES 18hp, 1937/1938, 1949, partitioned, for hire, good condition, £1,250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [7263]

**A**USTIN 18, 1950, 4-door, £1,250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [7263]

**AUSTIN EIGHTEEN Cars Wanted**

**R**OWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [7362]

**AUSTIN TWENTY Cars Wanted**

**R**OWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [7362]

**AUSTIN TWENTY-EIGHT**

**A**& **S** Limousines 18hp, 1950, partitioned, forward occasional leather, certified mechanically, magnificent carriage, £1,095. [7263]

**L**IMOUSINES 18hp, 1937/1938, 1949, partitioned, for hire, good condition, £1,250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [7263]

**A**USTIN 20, 1950, 4-door, £1,250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1950** Austin 1755 Princess saloon, radio, heater, 9,000 miles, £1,095. [7263]

**1950** Austin 1755 Princess saloon, radio, heater, 8 months' guarantee; £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [7263]

**AUSTIN 20 & 1755**

</div

**USED CARS FOR SALE AND WANTED—SPARES AND SERVICE**

#### Austin Spares and Services



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## BRISTOL

**B**RICKLANDS.  
**1950** Bristol 400 saloon, black, close ratio gear box, maintained by makers.  
**1950** Bristol 400 coupe, maroon, serviced by makers.  
**BY** Buy or sell your car at  
**103.** New Bond St., London, W.I. Mayfair 8351-6. [1973]

## FRAZER NASH CARE offer:-

**401** Superleggera sports saloon fully modified.  
**TYPE** 400 saloons, colour black, 1948 and 1947 models; 100 miles on request.

**A**J. F. N. Ltd., 100 New Bond St., London Rd., Isleworth, Middlesex. (Hounslow 0011.) [5815]

## EVILL, DAVIES &amp; MARCH, Ltd.

**K**OIFFICIAL British retailers.  
**41** 42, Hay's Mews, Berkeley Sq., W.I. Grosvenor 2565. [2295]

## EVILL, DAVIES &amp; MARCH, Ltd.

**1950** Bristol 401, grey, fitted with radio and heater, in 100% condition throughout.

**41** 42, Hay's Mews, Berkeley Sq., W.I. Grosvenor 2565. [4887]

**A**CLAND & TABOR, Ltd., Welwyn 461, offer with 3 months guarantee.  
**401** Bristol fitted with four-some drop head coupe by Parini of Milan, finished off-white, blue leather, superb order, works maintained £2,650. [7316]

**1950** Bristol 401 saloon, black, beige, radio, heater, 15,000 miles, one owner, £3,500.

**R**IPOCO, Ltd. (Bristols Purchased).  
**41** Bristol 401, 2 owners, 21,000 miles, radio and heater, excellent condition.

**1949** Superleggera Type 401, 18,000 miles, faultless.

**L**F. WARD, 7, Hanover Court Yard, Hanover St., London, W.I. Tel. Mayfair 014. [7620]

**1950** Bristol 401, convertible, in really beautiful condition, £3,500. [4887]

**U**NIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties. Stratton House, 80, Piccadilly, W.I. Grosvenor 414. [10618]

**1950** (Nov.) Bristol 401 saloon, most attractive in grey, leather, tailored loose cover, wireless regularly maintained by makers, £3,500; also 402 drop head coupe at a reasonable price.

**C**. W. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. [4757]

**Bristol Cars Wanted**  
**B**ARTLETT, The Bristol buyers—27a, Pembroke Villas, W.I. Baywater 0525. [1240]

**A**THONY CROOK purchases used Brisbots on sight for cash—Anthony Crook, leading Bristol distributor—Caterham Hill, Surrey. Tel. 2232 3. [3049]

**A**. F. N. Ltd. will purchase for cash Bristol Type 400 and Type 401. Falcon Works, London, E.16. Isleworth, Middlesex. (Hounslow 0011.) [4876]

## 5.5.t.

**365** B.M.C. Scout 1959 model, Series 6, 10hp sports saloon, black, sideline head, red leather, good tyres, excellent condition, items—exchanges—available.

**245** B.M.C. Scout, August 1958, 10hp Series 5 sports heater, black, red leather, very good condition, £1,000. [10618]

**W**ALTER SCOTT, Ltd.—1958 model B.S.A. Scout couple, black, exceptional; £225; items—exchanges—available. Finsbury, Hampstead, N.W.3. (Finley Road) T. 7161.

**B.S.A. Cars Wanted**  
**R**OWLAND SMITH'S, the B.S.A. buyers—Hampshire High St., (Hampstead Tube). Ham. 6041.

**B.S.A.** in good condition wanted—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2274]

**B.S.A. Spares and Service**  
**B**ASIL ROY, Ltd.—B.S.A. spares, complete stock, Langham 7735. [1044]

**Spare parts for 10hp and 12-6 Ford** (Sedanette model).  
**S** Allen, Victoria Rise, Clapham, S.W.4. Macaulay 4198 and 6252-3. [10641]

## BUGATTI

**CHIPSTEAD MOTORS, Ltd.** offer

**T**YPE 43A 8-cyl supercharged roadster, 18hp, reconditioned, £1,250. [10641]

**CHIPSTEAD MOTORS, Ltd.**, 197 Fulham Rd., Kensington, London, S.W.3. Flaxman 0552-7255/7154. [6258]

**Bugatti Cars Wanted**

**G**OFFREY EDWARDS Ltd. urgently require for immediate cash good type 57 Bugattis, all models—Amenbury Lane, Hockliffe, Bedfordshire, Herts. [1451]

**Bugatti Spares and Service**  
**J** LEMON BURTON, Bugatti service, 2 Lonsdale Rd., Elsternwick N.W.6. Maids Vale 1381. [1071]

## BUICK

**R**oy GALWAY, Ltd.

**1950** Buick Super 51 hydraulic 4-door saloon, blue with white wall tyres, heater, radio, and absolutely as new.

**1949** Special 2-door 6-seater saloon, complete with new vinyl seat covers, heater, radio; this car is as new.

**R**oy GALWAY, Ltd., 21, Farm St., Berkley Sq., London, W.I. Tel. Grosvenor 4747 (4 lines). [5246]

**1937** Buick convertible fourseats, excellent condition, radio, etc.; £375—Queens Road Autos, G. Queens Rd., Peckham. New Cross 5989. [4554]

## The Autocar

## BRISTOL

**R**USSELL MOTORS offer:-

**1937** Buick 35hp 7-seater limousine, face-forward occasional seats, colour black.

The above car subject to any trial or examination.

**R**USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 6288. [7114]

**J**OE THOMPSON (MOTORS), Ltd., offer:-

**R**H.D. 1950 Buick 4-door saloon, colour maroon, radio, heater and loose covers.

**J**OE THOMPSON (MOTORS), Ltd., Ken. 4542. [10641]

**S**IMPSONS MOTORS (Tel. Wembley 8691 or 3905) offer:-

**1948** model Buick 51 Super, registered 1947, rhd, with accessories.

**1948** (full list see "American Cars"—Simpsons Motors (Wembley), Ltd. [3860])

8-cylinder Buick chassis, new radiator, reconditioned dynamo and starter, bargain £185—Holland, 62, Glisson Rd., Cambridge. [1752]

**C**. P. BROOKS, 154, Lancing Rd., Orpington—Buick Viceroy saloon, new tyres, twin spares, radio, mechanically perfect, unmarked interior. £225—Orpington 2433. [1755]

**£550**—1939 Buick 35hp de luxe saloon, colour grey, gear change, loose covers; bargain—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6480. [7224]

**C**AMDEN MOTORS—Buick Special Viceroy saloon 1939, black, leather, cream top, wire wheels, sunrim hubcaps, seat covers, privately owned and in really nice condition. £575.

**C**AMDEN MOTORS—Buick Viceroy saloon 1939, similar model and features to above, excellent dark finish, leather to match, fitted heater, etc. £585.

**C**AMDEN MOTORS—Buick Super 8 saloon, late registration, radio, heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C**AMDEN MOTORS—Buick Super 8 saloon, July 1939, 10,000 miles, radio, heater, moderate, built-in radio and heater, moderate mileage. £615.

**C</**

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## CITROEN

**B**. J. HUNTER, Ltd., offer:—  
**1946** Citroen 15 saloon, very fine order throughout; £750.—Below.  
**1940** Citroen 15hp saloon, just recharged; £525.  
**1939** Citroen 12, genuine bargain; £475.—Below.  
**B**. J. HUNTER, Ltd., 22, Cricklewood Broadway  
 N.W.2. Tel. Gladstone 6303. [7425]

**C**HIPSTEAD MOTORS, Ltd., offer:—  
**1939** model 12hp sports saloon, overhauled, excellent condition; £500.  
**1948** 15 special sports saloon, many extras, black and red, radio etc. specimen.

**C**HIPSTEAD MOTORS, Ltd., 7, Kennington Lane, S.W.3. Tel. Phoenix 0623/7253/7154. [6257]  
**J**OHN S. TRUSCOTT, Ltd., for Citroen.

**P**RESENT stock includes:—1946, 1949 and 1950 Light 15 saloons, from £250 to £1,195; full details on request. ONLY first-class examples are offered.

**E**XCHANGES, deferred terms.

KILLED Citroen service and spares.

**S**. 173, Westbourne Grove, W.11. Bay. 4274. [2916]

**A**CE SERVICE STATION (LONDON), Ltd.,

**C**ITROEN Distributors.

**E**NQUIRIES invited for guaranteed used Citroens. EX spares and efficient service.

**N**ORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Northgate 1-1100. [7366]

**C**OMBES & SONS (GUILDFORD), Ltd., offer:—  
**1939** Citroen 12 saloon, 25,000 miles; £550.

**C**OMBES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 6297-8-9. [7532]

**C**ITROEN 1946 Light 15, one owner, superb condition; what offers?—Tel. Kingston 8875. [7615]

**W**ORTHING MOTOR CO., Ltd., for Citroen cars, spares, service.—Tel. Worthing 71. [7385]

**1946** Citroen Light 15hp saloon, in excellent condition throughout; £665.—Valentine 2086.

**1948** Citroen, low mileage, excellent condition, many extras; £950.—Tel. Miss Ferris, Eds.-ware 2500.

**£475**—1950 Citroen 12 black saloon, owned and maintained by professionals Uplands 518. [6979]

**1950** Citroen 6-cylinder saloon, beautifully maintained, very fast; £1,575.—Tay or Crav-ley, 48, Kensington Court, W.8. Western 6013. [7687]

**1948** (Dec.) Citroen, colour green, 14,000 miles; £550.—E550.—Cars (London) Ltd., Tel. Euston 5244. [7141]

**C**ITROEN 1949 (Aug.) Light 15 saloon, one careful owner, small mileage; £775.—Tel. Grosvenor 5-1111. Astoria, Ltd., Grosvenor Lane, West Bromwich. Tel. 0766.

**1947** model 15hp Citroen saloon, colour beige, with beige leather and seat covers, recent over-haul; £725.—Woking Motors (Maybury Hill). [7102]

**365**—1950 Citroen 15 de luxe saloon, immaculate condition; G. P. O. (Balham) Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bat. 1107-8-9. [7111]

**M**AYFAIR COUNTRY CARS.—1947 (June) Citroen Light 15 sunroof, heater, terms; exchanges; £775. 7, Grosvenor Square, W.1. M. A. 9311 or Harrow 4646. [7626]

**C**ASSIS MOTOR MART.—1940 (August) Citroen Grand Luxe 15 Big 65-passenger saloon, black, over £300 spent on recommoding in 1951; written guarantee; —5 Warren St., W.1. Euston 5323. [7283]

**995**—Citroen 15, September 1949, de luxe sunroof, heater, terms; exchanges; £775. 7, Grosvenor Square, W.1. M. A. 9311 or Harrow 4646. [7283]

**495**—genuine maroon leather, new hood, worn tyres, carefully used, exceptional condition; terms; exchanges; —Rowland Smith 2574-5. [7283]

**£95**—Citroen 12, 1948 de luxe 4-door very good condition; terms; exchanges; £67; open 9-7; weekdays 10-5pm; Saturday 10-4pm; Hampstead (Hampstead Tube). Hampstead 6041. [7283]

**£695**—1947 Citroen Light 15 saloon in attractive Mediterranean blue with fawn leather, excellent performance and a delightful car to handle; unusual colour combination; £695.—Tel. 0886. Leighton Buzzard Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars; hire purchase; part exchange; delivery; showrooms open till 7 p.m. Monday-Saturday. [7283]

**C**itroen Cars Wanted  
**A**CE SERVICE STATION (LONDON), Ltd.,  
 URGENTLY require an unlimited number of good Citroen cars.

**N**ORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Northgate 5555 (5 lines). [1004]

**1949**—50 spares wanted; please give particulars A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, A. Manchester, 19. Rus. 2574-5. [6877]

**C**ASH immediately for good Citroen—H. F. Edwards, 39, Upper Ground, London, S.E.1. Tel. 2400.

**R**OWLAND SMITH's the Citizen buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [7283]

**C**ITROEN in good condition wanted—B. Brockham Drive, Ilford, Essex. Tel. Valentine 2066. [2275]

## The Autocar

## Citroen Cars Wanted

**H**. W. MOTORS Ltd., always require first-class Citroen cars; Walton-on-Thames 7000 and 1437. **S**IMPSON'S MOTOR (WEMBLEY) Ltd., always require Citroen (1957 onwards)—Wembley 8691/3003.

**URGENTLY** wanted for cash late model Citroen. Connaught Engineering, Portsmouth Rd., Send. Surrey. Ripley 5175. [6168]

**J**OHN S. TRUSCOTT, Ltd., urgently require low mileage, ready well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [6415]

**C**itroen Spares and Repairs

**S**OUTH of the Thames

**B**ALESS of Croydon—Distributors and specialists for over 25 years. Tel. Croydon 3151-2. [6167]

**R**ING your used cars to the Citroen specialist; we will recondition as new.

**T**HE HEADINGLEY MOTOR & ENG. Co. Ltd., 8, Headley Lane, Tel. 5622-3. Owners Trubie.

**W**IDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4662.—Citroen spares, reconditioned drive, trains 46 hr. service. [6161]

**S**HAWTHORN'S MOTORS, Ltd., London Distributors, 5, Kensington 0464.

**S**PARES and service—7 Montrose Place, Halkin St., S.W.1. Tel. 0815-6. [6162]

**E**AST WEST SURREY; spares and specialised service—Central Buildings, North St., Guildford. Tel. 2624/5/6.

**WOODFORD CAR MAINT.** Essex distributors for Citroen cars; all car, service and reconditioning.

**W**oodford New Rd., Woodford Green, Essex. Buckhurst 0017. [6200]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITROEN.—We are distributors for N.W. Kent and Essex and specialise in reconditioning these cars front drive and rear wheel drive—Surrey Garage, 10, Beckenham High St., Beckenham 725. [6746]

**C**ITRO



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**FORD (10 h.p.)**  
ALAN TAYLOR MOTORS, Ltd., offer:-

**A 1949** Prefect from £775 to £815.

**A 1950** Prefects from £865 to £895.

**H 10H St.** Wandsworth, S.W.16. Tel. Vandyke 4455.  
(4627)

**W. J. BROWN**, Ltd., used Ford specialists.

**1947** (June) Ford Prefect saloon, black, brown  
leather upholstery, 26,000 miles. Tel. 4455.

**1946** Ford Prefect saloon, black, brown  
leather upholstery £575.

**W. J. BROWN**, Ltd., Ford main dealers.

**339** Finchley Rd., N.W.3. Hampstead 4414.  
(7477)

**DAGENHAM MOTORS**, Ltd., Ford Main Dealers.

**1950** Ford Prefect saloon, black red hide, 2,400  
miles, and many others.

**56** Alperton, Middlesex (Pervale 3588); and 8 and 12,  
Sawley Rd., Caxton, S.E.6 (Hither Green 4821). (7579)

**W. J. REYNOLDS (MOTORS), Ltd.**, Main Ford and

Volvo and Austin dealers.

We always have a good selection of Ford Prefects

which have been through our works and overhauled mechanically and electrically. We offer  
you above average condition; exchanges and terms.

—Ford New Rd., Dagenham, Essex. Rainham  
(770) (8 lines).

**1949** Ford Prefect saloon, black, leather, immaculate, £795.

**MAFFAI CARRIAGE CO., Ltd.**, The Hyde, Edgware  
Rd., N.W.3. Col. 8022.  
(7651)

**1950** series Ford Prefect, black/fawn, low  
miles. £825.—Owen Motors, Ltd.,  
(7059)

**FORD** Prefect, 1949, green, 20,000 miles, leather,  
radio, excel. cond. £800.—Mr. Loxley. Ripp's  
Way 3451.

**1939** Ford Prefect, leather upholstery, reconditioned  
engine, a good example of these well-tried  
cars. £575.

**MADDALON MOTORS**, 311, Trinity Rd., Wandsworth  
Commons, Battersea, S.W.16. (4662)

**1950** (Nov., 1949) Prefect, black, carefully used  
and serviced. £750.—Campbell Symonds.  
(7155)

**£325**—Reg. 1941 Ford 10 Prefect 4-seater tourer,  
green, good weather equipment, clean  
condition, bargain. £750.

**£385**—1940 Prefect 4-door saloon, clean  
condition, excellent runner, bargain.—Bry  
Motors, 180-184, West End Lane, N.W.8. Ham-  
(6490).

**1949** Ford Prefect saloon, green, with cloth up-  
holstery, mechanical condition guaranteed;  
£795.—Below.

**Ford** Prefect saloon, black, leather, 1949,  
excellent condition, £750.—Mr. Brown. (7700)

**1939** Ford Prefect, 4-door saloon, blue leather  
upholstery, just fitted reconditioned engine,  
bodywork, etc. £750.—TERRABIS OF CRICKLEWOOD,  
Ltd., Cricklewood Broadway, N.W.2. Gia. 2334. (7464)

**1950** Ford Prefect saloon, black leather, Mileage  
7,000.—R. C. Paul, Ltd., 32, Bruton Place,  
W.I. Mayfair 0212.

**1951** Ford Prefect de luxe, green, beige, leather  
upholstery, just out of Covenant, as  
£825.—Apply Norman, Hainault 2577.

**1949** (November) Prefect, black, one owner, 18,000  
miles, Ford serviced; £750. sent Birmingham  
or Sussex by appointment.—Box 6760.

**1950** (Sept.) Ford Prefect saloon, beige, brown  
leather, mileage 7,000, tax year 1950.  
£625.—E. King Esq., Whitstable, Kent. (7544)

**1950** Ford Prefect saloon, black with brown  
leather, radio, heater, twin horns; an im-  
maculate and carefully used car. 7,000 miles; £755.

**H. A. SAUNDERS**, Ltd., Tel. 2560, 10, Gloucester  
Rd., Worcester. (7006)

**ARTHUR E. GOULD**, Ltd., 290-292, Regent St., W.1.  
1-14, Mead St., Soho, W.1. Langham 1594-5.  
—1946-50 Ford Prefect saloons, low mileage, all  
guaranteed. (5079)

**1938** Ford 10 tourer, 8 engine fitted January,  
excellent paint, leather and mechanicals;  
£500.—King's Motors, 1, High St., Hounslow. Tel.  
5552.

**1950** (October) Ford Prefect saloon, beige, leather  
upholstery, defroster, 6,000 miles, one owner,  
exceptional throughout.—Sandys, Burnham  
Bucks. 84.

**1949** (reg. 1) Ford Prefect, black with brown  
upholstery, in excellent condition in every  
detail; £695.—Pantries Service Garage, London Rd.,  
Guildford 5326.

**825**—Ford Prefect (November, 1950) 10hp 4-door  
saloon, green, brown leather, one careful owner,  
9,700 miles, new condition, terms, exchange.  
Rowland Smith below.

**MARBLE ARCH MOTORS**, High St., Watford, off  
Marble Arch. Ford Prefect saloon, black with beige cloth  
trim, absolutely new condition and appearance, mileage  
18,000. £815.—Tel. Watford 4491.

**1946** one-owner, work maintained, specially  
Prefect, beige, brown leather, heater, radio,  
chromes, spotless, very good condition and many accessories.  
best offer over £700.—Elliott 4672.

**1946** Ford 10 Prefect, black, carefully used, nom-  
inal mileage; gentleman must have large  
car, cash or exchange preferred.—Enterprise Garage,  
Church St., Faringdon, Berks. Tel. Faringdon 2811.  
(6561)

**FORD (10 h.p.)**

**1947**

Ford 10hp Prefect, fawn saloon, black with  
red leather upholstery, genuine 22,000 miles  
since new, chauffeur maintained for one private owner,  
new engine fitted 2,000 miles, a superb example of this  
popular model. £695. Upper Richmond Rd., East Putney,  
S.W.15. Tel. 4581. (6726)

**R**

**S.W.15.**

**ROWLAND SMITH**, Ltd., The Ford 10 buyers.—Hamp-  
stead High St. (Hampstead Vale), Hove. 6041. (6956)

**MARSTON MOTOR CO., Ltd.**, 1, York Rd., Tottenham, N.15.  
(7600)

**CASH** buyers of low mileage Ford 10s; distance  
of object.—Hattons, St. John St., Southampton, Tel. 2268

**A**

**8**

**new, post-war Ford 10 required.—Fortune 5, Brae**

**Court, Kingston Hill, Surrey. Tulse Hill 2768 (7441)**

**FORD (10 h.p.)**

**1947** Ford 10hp Prefect, fawn saloon, black with  
red leather upholstery, genuine 22,000 miles  
since new, chauffeur maintained for one private owner,  
new engine fitted 2,000 miles, a superb example of this  
popular model. £695. Upper Richmond Rd., East Putney,  
S.W.15. Tel. 4581. (6726)

**R**

**S.W.15.**

**ROWLAND SMITH**, Ltd., The Ford 10 buyers.—Hamp-  
stead High St. (Hampstead Vale), Hove. 6041. (6956)

**MARSTON MOTOR CO., Ltd.**, 1, York Rd., Tottenham, N.15.  
(7600)

**CASH** buyers of low mileage Ford 10s; distance  
of object.—Hattons, St. John St., Southampton, Tel. 2268

**A**

**8**

**new, post-war Ford 10 required.—Fortune 5, Brae**

**Court, Kingston Hill, Surrey. Tulse Hill 2768 (7441)**

**FORD (V.8)**

**1949** Ford Pilot, green, mileage under 10,000,  
leather, radio, heater, £1,050; exchange considered.  
"Lingwood," Upper Bassett Avenue, Southampton.  
Tel. 6651. (5333)

**F**

**or sale.** Ford V.8, in exceptional condition through-  
out, £1,050 for quick sale. Tel. 6651.

**Alresford, Hants.** Medstead 2195. (7660)

**1950** (Nor.) Ford Pilot saloon, green with beige  
leather, radio, heater, £1,050; exchange considered.  
Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch,  
Hants. Tel. 1681. (6646)

**1939** (Nor.) Ford V.8 saloon, 91A model, finished  
in green, fawn, 91A model, fawn, bodywork and  
chassis throughout in unusually good order, new  
engine fitted during the last year; £495.—Bell's Service  
Garage, 146, London, S.W.1. Kensington-on-Thames.  
Kington 1183. (7705)

**FORD V.8 Cars Wanted**

**8**

**new, post-war Ford V.8 required.—Broadway**

**6**

**Rowland Smith's, the Ford V.8 buyers.—Hamp-**

**stead High St. (Hampstead Tube), Ham. 6041. (6956)**

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, require  
Ford V.8s (1937 onwards).—Wembley 8891/3921. (6965)

**ALMOST** new Ford V.8 required; cash payment—  
Morley, 43, Streatham Hill, S.W.2. Tulse Hill  
3280. (6048)

**UTILITY—FORD OR OTHER BODIES**

**DICKS.**

**1937** Ford V.8 10hp utility; £335.

**DICKS CAR SALES LTD.**, 385-401, High Rd., Kilburn.  
Maida Vale 6089-91. (5954)

**1937** Ford V.8 20 7-seater utility, thoroughly over-  
hauled; terms, exchanges. R.A.C. or A.A.  
examination invited. £475.

**GEORGE NEWMAN & Co., Ltd.**, 369, Euston Rd., N.W.1.  
(6331)

**1946** Ford utility, fawn and natural wood  
finishes, mechanically £525.—King's Motors  
1, High St., Hounslow. Tel. 5552. (6271)

**FORD** Mercury Utility (first registered 1948), in excell-  
ent condition throughout; £595.—Jacques, Ltd.,  
225-7, Hampstead Vale, N.W.8. W.2. Riverside 677-7. (6535)

**1947** 10hp Fordson 4-door 8-seater shooting brake,  
new engine, 9,000 miles, fawn, leather, fawn, £1,075.—  
Broadway Motors, 97, High St., Hounslow Tel. 01772-  
2290. (7054)

**1946** Ford 10 Martin Walter Utilities, cos. owner,  
perfect condition; £525; terms, exchanges.  
Witham Motors, Ltd., 18, Balham Hill, S.W.12. Bat-  
tersea 3280/3769. (7732)

**ATTRACTIVE** Ford Mercury shooting brake, Canadian  
built, body steering, 9,000 miles, fawn, al-  
loy wheels, new engine, 9,000 miles, engine recondi-  
tioned, brakes relined, nine seats or will carry 1 ton, modern bonnet  
design.—Atkinson, Laurence 218, Cornwall. (6036)

**495** gns.—Ford 8 (June, 1947) 4-door 5-seater utility  
coach-built, varnished timber body, glass al-  
loy wheels, new engine, 9,000 miles, fawn, £1,075.—  
Used, excellent condition; terms, open; 9-7 week-days and Saturdays.—Rowland Smith, Hamp-  
stead (Hampstead Tube). (6041)

**FORD** 8, 10 and 10hp utilities wanted from 1938  
onwards.

**GEORGE NEWMAN & Co., Ltd.**, 369, Euston Rd., N.W.1.  
(6331)

**ROWLAND SMITH**, Ltd., the Ford utility buyers.—Hamp-

**stead High St. (Hampstead Tube), Hampstead 6041.**

**FORD MISCELLANEOUS**

**TANKARD & SMITH, Ltd.**, offer the choice of many  
used cars, lorries and vans from their stock of over 200  
used cars, lorries and vans, at reasonable prices and guarantees.

—King's Rd., S.W.3. Tel. Flax 4801-3. (7076)

**Ford Miscellaneous Cars Wanted**

**R**

**S**

**ROWLAND SMITH**, Ltd., Ford buyers.—Hampstead  
High St. (Hampstead Tube). Ham. 6041. (6956)

**W**

**HAROLD PERRY**, Ltd., main Ford dealers.—Inches-  
field, 225, Ballards Lane, North Finchley, N.13.  
Tel. Hillside 4444. (5048)

**FORDS** wanted.—Smith's, 65, Chalk Farm Rd., N.W.1.  
(6281) (7025)

**FORD** 8 or 10hp in good condition wanted.—32 Brock-  
well Drive, High Rd., Epsom. Tel. Valentine 2096.

**Ford Spares and Services**

**NORMAND, Ltd.**

**MODERN** equipment handled by a skilled staff ensures  
prompt service.

**NORMAND, Ltd.**, 405-9, King St., W.6. Riv. 3665.  
(1022)

**F. H. PEACOCK, Ltd.**

**COMPREHENSIVE** stock of spares for all Ford and  
Fords. Dagenham reconditioned engines, 8, 10  
and 10hp always available from stock.

**NORMAND, Ltd.**, 405-9, King St., W.6. Riv. 3665.  
(1022)

**219** (4401) 1, Balham High Rd., S.W.17. Tel. Balham  
4401.

**FORD** Rd., Folkestone 51222. (10606)

**ALAN TAYLOR (MOTORS), Ltd.**

**HIGH** St., Wandsworth, S.W.18.

**MAIN** Ford dealers.

**LAROE** stocks of genuine Ford parts.

**VANDYKE** 4433 (5 times).

**10814**

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Ford Spares and Services

**FORD** 8 popular front wings; £11 a pair, rear £6 a pair.—Brooks Cars, 94, Queens Rd., Brighton.

**FRANK G. GATES, Ltd.**, High Rd., Woodford Green (T.M. Wanstead 2235), main Ford dealers; service and all spares.

**A. DLAARDS MOTORS, Ltd.**, 43-45, Acme Lane, London S.W.3 (Brixton 6431), main Ford dealers; service and all spares. (0110)

## FRAZER NASH

**CHIPSTEAD MOTORS, Ltd.**, offer:-  
328 (July, 1938), fitted 16.2hp type 55 engine, reconditioned, terrific performance.

**CHIPSTEAD MOTORS, Ltd.**, 197, Fulham Rd., Kensington, London, S.W.3. Ph. 0552/7253/7254 (6259)

## Frazer Nash Cars Wanted

**ROWLAND SMITH'S**, the Frazer Nash buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

## FRAZER NASH-B.M.W.

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:-

**1938** Frazer Nash-B.M.W., model 326 saloon; £750.

**COOMBS & SONS (GUILDFORD), Ltd.**, 197, Guildford Rd., Guildford (Guildford 6207-8-9). (1754)

**PERFORMANCE CARS**, good selection always available, written guarantee. See under "Sports Cars."

**BARTLETT**—Frazer Nash-B.M.W., 1299 327.55, also 327/50 coupe, 327.55 saloon and 326 cabriolet de luxe.—27A, Fembury Villas, W.11. (1243)

**FRAZER NASH-B.M.W.**, type 319 2-litre, four-seater drop head coupe, recently resurfaced and in very sound condition. A B.M.W. competitor.—  
Derrington, Ltd., 159-161, London Rd., Kingston 5621-2. (7651)

£395.—Type 45 saloon, 1936, very extensively reconditioned, recirculated light blue, rechromed, 4 new O.S. tyres, new O.S. battery, new sports seats, leather upholstery, long wheelbase.

Derrington, Ltd., 159-161, London Rd., Kingston 5621-2. (7651)

Frazer Nash-B.M.W. Cars Wanted

**R. OWLSTON SMITH'S**, the Frazer Nash-B.M.W. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

**BARTLETT**, we are very interested buyers of all Frazer Nash-B.M.W. models.—27A, Fembury Villas, W.11. Baywater 0525. (1241)

## HEALEY

**BROOKLANDS**.

**H. EALEY** distributors for London and Home Counties.

**DEMONSTRATION**, early delivery latest models.

**1950** Healey Silverstone Sports 2-seater.

1949 Healey Silverstone Sports 2-seater.

1949 Healey Elliott saloon, silver green.

Buy or sell your car at

**103**, New Bond St., London, W.1. Mayfair 6351-6. (2474)

**H. W. MOTORS, Ltd.**

**DROP HEAD COUPE** 2-seater; this car which is outstandingly modern in appearance, has been fitted with the latest of specialist built streamlined 2-seaters; finished in light blue cellulose, trimmed in blue sides, with a grey moiré folding head; an opportunity to buy a very good car at a low price.

**IMMEDIATE** delivery also on a new Tickford saloon.

**H. W. MOTORS, Ltd.**, Walton-on-Thames. 783 & H. 1437. (5287)

**GUY SALMON AUTOMOBILES, Ltd.**, offer:-

**1951** Healey Abbott drop head, coupe, £8,000.

radio a faultless example. B.M.T.A. content, subject to balance of covenant; £2,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. (8919)

**BARTLETT**—Healey Duncan drop head coupe, £1,550.—27A, Fembury Villas, W.11. (7673)

**A CLAND & TABOR, Ltd.**, Welwyn 481, offer with full guarantee:

1948 Healey Elliott saloon, B type chassis, finished in black/blue leather, engine not run in after complete overhaul, immediate condition throughout.

£4,250. (7317)

1948 Healey Duncan saloon, fitted with radio, exceptionally clean car.

**L. F. WARD, Ltd.**, 7, Hanover Court Yard, Hanover St., W.1. Mayfair 6146. (7418)

**R. OSBURN & YOUNG, Ltd.**, offer 1950 Healey Silverstone Sports 2-seater, miles, excellent condition, faults £1,025.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6406.

Healey Cars Wanted

**E. ELLIOTT** and Duncan saloon wanted privately; details £1 price.—Box 6753. (6725)

**WANTED** by private buyer, 1950 Healey tourer, £7000. Write Box 6705. (6904)

**H. EALEY** in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 5096. (2270)

**BARTLETT**—Healey saloon, drop head or tourer, urgently required.—27A, Fembury Villas, W.11. Gutteridge 0533. (1240)

## HILLMAN 10

**CAR MART, Ltd.**

**1950** Hillman Minx Phase IV drop head coupe, 9,000 miles: £1015.

**1949** Hillman Minx Phase III saloon, 10,000 miles: £1015.

**1948** Hillman Minx Phase II drop head coupe, 12,000 miles: £775.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (7556)

## HILLMAN 10

## RAYMOND WAY.

The Hire Purchase specialists.

**1947** Hillman Minx drop head four-seater coupe, finished metallic with blue leather upholstery, excellent hood, mechanically sound and carefully maintained. £6495.

**1934** Sprayed original aero blue, very sound engine and transmission, excellent chrome, fitted dual tone radio, heater, electric windows, etc. £725.

**1939** Hillman Minx saloon, recent extensive over-haul, attractive colour, nice interior, excellent condition. £625.

**HIRE PURCHASE** terms on the spot with no references, no formalities or guarantees; top price in part exchange on your present motor cycle can be unique. £1000 down payment, £100 monthly, £1000 deposit. £600 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.8. Tel. Vale 6040 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

17696

**H. A. SAUNDERS, Ltd.**

**1950** Hillman Minx, 20,000 miles.—Radlett Merts. Tel. Radlett 6167 and 5049. (1724)

**J. H. HUNTER, Ltd.**, offer:-

**1950** Hillman Mark IV saloon, fitted radio low power, £750.

**J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstones 5303. (1754)

**H. A. SAUNDERS, Ltd.**, offer:-

**1947** Hillman Minx Utility, grey, 18,000 miles: £750.

**1948** Hillman Minx Utility, grey, 18,000 miles: £750.

**MCKINNON MOTORS, Ltd.**, offer:-

**1950** (Sept.) Hillman Minx saloon, Mark 4, black, red leather, latest H.M.V. push-button radio, petrol lock, one owner, 4,900 miles only, a brand new car! £1,190. 8 months' guarantee; trade enquiries welcome.

**MCKINNON MOTORS, Ltd.**, Langham House, 3, Stifford Rd., Langham, Surrey. Established 1906. (6687)

**WARWICK WRIGHT, Ltd.**, offer:-

**1950** Hillman Minx Mark IV saloon, black, red leather, £750.

**1950** Hillman Minx Mark IV saloon, fawn, red leather, £1000 miles.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (1744)

**C. M. CAR SALES (Pri. 6223)**, offer:-

**1948** Hillman Phase II saloon, mist green, short wheelbase, 1948, excellent condition throughout.—Swiss Cottage, Finchley, N.11. (17094)

**WELL HALL ROAD GARAGE** offer:-

**1947** (June) Hillman Minx saloon, stone colour, 12,000 miles, 1947, excellent condition throughout, taxed, £625.

**WELL HALL ROAD GARAGE**, Well Hall Rd., E.8. Tel. 5034. (16826)

**WADDINGTON MOTORS, Ltd.**, offer:-

**1940** Hillman Minx saloon, taxed, bargain £450.—Fortune Green Rd., W.8. Tel. 2211.

**GORDON CARS (LONDON) Ltd.**, 1950 Hillman PHII convertible saloon, £995.

**GORDON CARS (LONDON) Ltd.**, 1949 Hillman P.IV 4-door saloon, £995.

**GORDON HOUSE**, 373, Euston Rd., London, N.W.1. Boston 6111. (17596)

**1949** Hillman Minx saloon, 12,000 miles, fitted radio, £625.

**MAFFAY & FAIRBROTHERS Co. Ltd.**, The Hyde, Edware Rd., N.W.9. Tel. 8062. (17664)

**HILLMAN** Minx 1947, used recently, requires some renovation; offer above £250.—Box 6707. (16911)

**1947** Hillman 10 saloon, one owner.—Autowork Ltd., Winchester. Winchester 4624-5. (16935)

**1948** Hillman 10 saloon, one owner.—Autowork Ltd., Winchester. Winchester 4624-5. (16935)

**1948** Hillman 10 saloon, as new £749. choice of 2.

**A. CRES. AUTOS**, Ltd., 156, Streatham Hill, London S.W.2. Tel. Tulse Hill 1909. (7123)

**1933** Minx saloon, really road wise; £110.—Rom. Ltd., 127, Parkway, N.W.1. (15919)

**1942** Hillman 10 4-door, 1940, exceptionally quiet engine, and smooth performance; many others.

**BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.12. Tel. 506-67. Open Mon. to Sat. 9-5. (Maida Vale 5200-21)

**CENTRAL GARAGE (CROYDON), Ltd.**, offer 1949 Hillman Minx, 2,000 miles perfect; £650.—Croydon 6474. (17645)

**HILLMAN** Minx, low mileage, excellent condition, recently reconditioned; £625.

**1947** Hillman 10 drop head coupe, £750.

**1949** Hillman Minx, beige immaculate guaranteed; £650.

**1948** Minx, one owner, new tyres, battery, brakes, taxed year 1945.—Outland, 5, Avenue Croydon 5620. (17645)

**1948** Hillman Minx Phase IV drop head, £750.

**1949** Hillman Minx Phase IV drop head, £750.

**1948** Hillman Minx Phase IV drop head,

**USED CARS FOR SALE AND WANTED—SPARES AND SERVICE**

**USED CARS FOR SALE AND WANTED—SPARES AND SERVICE**

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**JAGUAR**  
**1947** Jaguar 1½-litre saloon, black with brown  
hine, first registered 28.2.47, very carefully  
used, in excellent condition from new. Good  
terms; can be considered in exchange.—Herbert Rotomson  
Ltd., Cambridge. Tel. 4461. (7186)

**1947** model Jaguar 2½-litre saloon, black and  
chromium, brown leather, very fully  
equipped, beautiful condition throughout—  
recommended, written guarantee, terms, exchanges.—H. F.  
Edwards, 25, Upper High St., Epsom 9400. (7254)

**M**ARK V late 1949 Jaguar 2½-litre saloon, silver grey  
and unpolished grey leather, complete with required  
E.M.Y. and heater, new suspension, cylinder  
lubrication, immersion heater, screen spray, etc., absolutely  
as new in every respect; 15,000 miles; carefully driven  
and maintained.—Rowland Smith, small car parts  
chassis, 200, Bristol, Box 6762. (7632)

## Jaguar Cars Wanted

**H**ENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

**E**DNFONSHIRE House, Piccadilly, W.I. (Grovesnor  
2287.)

**H**ENLY House, 385, Euston Rd., N.W.1. (Euston  
GREAT West Road (Kings 3477), Official Jaguar  
G Service Station.

**C**AMDEN TOWN SERVICE STATION. (Gulliver 4141.)

**M**ANCHESTER—15, Peter St. (Blackfriars 7845.)

**H**ENLYS, Ltd., England's Leading Motor Agents. (0202)

**R**OWLAND SMITH'S, the Jaguar buyers.—Hamstead  
High St. (Hamstead Tube). Ham. 6041.

**C**OOMBS & SONS (GUILDFORD), Ltd.

**G**ENTLY wanted, good condition, post-war Jaguar  
cars—good offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (0234)

**S**AUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.15.

**M**ANUFACTURERS, urgently require modern Jaguar cars  
—Tel. Palmers Green 1205 7175.

**O**FFER your Jaguar to Rinco, 16, Albermarle St., May-  
fair, W.1. Register 2952.

**C**ASH buyer of low mileage 1½-litre Jaguars, dis-  
tance no object.—Huttons, Lord St., Southport.  
Tel. 2268. (0244)

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., require  
Jaguars (1937 onwards)—Wembley 8891/3903. (0962)

**M**ARSTON MOTOR CO., Ltd., for your Jaguar.—Tel.  
Mita 8000. Seven Sisters Rd., Tottenham. N.15.

**A**LMOST new Jaguar required; cash payment  
£100. Morley, 54, Streatham Hill, SW.12. (0646)

**C**ASH buyer of low mileage 1½-litre Jaguars, dis-  
tance no object.—Huttons, Lord St., Southport.  
Tel. 2268. (0244)

**R**OSE & YOUNG, Ltd.—Mark V Jaguar urgent re-  
quired.—66, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill  
6464 and 8182. (1961)

## Jaguar Spares and Service

**H**ENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

**G**REAT West Rd., Brentford (Ealing 3477.)

**S**PARES and replacement engines for all models.

**A**ND at Manchester. Cheetham Hill Rd., Deansgate  
A 6216-7.

**Q**ICK completion of repairs.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.15.

**F**ULL stock of spares; Jaguar repairs and main-  
tenance.—89, Streatham Hill Station. Green Lanes, (2507)

**P**EARLSS MOTORS, Ltd., main dealers for Bucking-  
hamshire—Jaguar spares, replacement units and  
repairs facilities.—Bath Rd., Slough. Tel. 2294. (0430)

**R**. P. POWELL (MOTORS), Ltd., East London distri-  
butor for Jaguar cars, sales, service and spares  
—321, Romford Rd., Forest Gate. E.7. Maryland 4819-9.

**L**LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar  
service by factory trained personnel for JAGUAR  
Buildings, Great West Rd., Brentford, Middlesex.  
Ealing 3400. (0528)

**WEMLBY COURT MOTORS SERVICE STATION**—  
Comprehensive range of all Jaguar spares in stock;  
spare parts, service, repairs for JAGUAR.—JAGUAR  
WEMLBY COURT MOTORS SERVICE STATION, Forty Avenue,  
WEMLBY. Tel. Arnold 1154-5. (0719)

## JEEP

**1950** (first reg.) Jeeps, all types, spares—Davies  
6346, Green, 1-9, Dorset Close, N.W.1. (0619)

**UNREGISTERED** Jeep (£10 tax), guaranteed, £250;  
payments—Oldfield, 386, Kensington High St.  
W.14. Western 6631. (7853)

**J**EPES, Britain's leading Jeep specialist, all types  
of Jeeps—stock, imports, despatch; rebuilt Jeeps detach-  
able bodies, utilities, 24-hour service.

**MOTORCAR GARAGES**, Station Approach, Gun-  
nison, W.A. 6216-7. (0241)

**J**EEPS right or l.h.d. range of woodwork, private or  
commercial.—Wick Autos, 100% Jeep Firm, Hammers-  
ton Wick, Kingston-on-Thames (4718). (0626)

**£245**—Registered 1947 Willys Jeep, fitted  
with 4-cylinder engine, 4-speed gearbox, 4-wheel  
brake—Bray Motors, 180-182, West End Lane, N.W.6  
Hampstead 6490. (1963)

**M**ETAMET, only firm offering 12 attractive Jeep con-  
ditions, business and pleasure, 6 months  
guarantee; over 20000 optional commercial registrations.  
—100, Belize Lane, N.W.3. (0553)

**JEEPS**—Autowork (Winchester) Ltd., the principal  
Jeep specialists. Jeeps for trailers, four-door  
station wagons, etc. Spare and exchange units.—Station  
Hill, Winchester. Tel. Winchester 3464. (06961)

**UNIVERSAL CAR DISTRIBUTORS (LONDON) Ltd.**,  
Jeep spare parts, home and export; all spares  
stocked, exchange units, sets, brake linings, etc., etc.  
331-333, High Rd., Chiswick, London, W.4. (0819)

**Jeep Wanted**

**JEEP** in good condition—£250. Brockham Drive,  
Ilford, Essex. Tel. Valentine 2098. (0220)

**R**OWLAND SMITH'S, the Jeep buyers.—Hamstead  
High St. (Hamstead Tube). Ham. 6041. (0944)

**100% Jeeps**, all spares by return, or over coun-  
ter, small or large quantities.—Wick Autos  
(see under Jeeps). (0566)

**METAMET** for all Jeeps, spares, exchange units, ser-  
vice, export, import, etc. Orders please.—  
Hamstead 6251-100, Belize Lane, N.W.3. (0559)

**JENSEN**  
**CASS'S MOTOR MART**—1938 Jensen 3½-litre sports  
saloon, just received maroon and factory engine  
fitted; written guarantee.—5, Warren St., W.1. (0646)

**JOWETT**

**J**OWETT. Surrey, remind Jowett owners that  
PIRBRIGHT, Surrey, just received their cars are  
serviced. Jowett cars, Ltd., recommend that their cars are  
available to official Jowett main agents and a day  
and night service in the Working, Aldershot and  
Guilford areas. We also have the Jowett centre in the south available to deal with all Jowett models. We  
have a large number of experienced Jowett mechanics  
utilities and vans which carry out all months'  
PRESENT stock includes:—

**1950** de luxe saloon, maroon with beige leather  
upholstery, 2,500 miles only.

**1950** standard saloon, beige with cloth upholstery.

**1949** saloon, blue with beige leather upholstery.

**1949** de luxe utility.

**1950** all particulars and prices can be had on request.  
Sales staff available on week-ends. Trade enquired  
invited.

**MURKES OF PIRBRIGHT**, Automobile Engineers,  
Pirbright, Surrey, Brookwood 2201-2. (0322)

**NEWNHAMS, Ltd.**

**1950** Jowett Javelin saloon, 10,000 miles. radio.

**1950** NEWNHAM HOUSE, 235-7, Hammersmith Rd., Lon-  
don W.6. (0666)

**W. J. BROWN, Ltd.**

**1950** Jowett Javelin de luxe saloon, green, brown  
hides, heater, 14,000 miles: £1,095.

**W. J. BROWN, Ltd., Ford Main Dealers,**

**339** Finchley Rd., N.W.3. Hampstead 4414. (7479)

**H. A. SAUNDERS LTD., offer:—**

**J**owett Javelin saloon, green with beige up-  
holstery, heater, etc., 14,000 miles: £995.

**J**owett Javelin de luxe saloon, maroon with  
beige upholstery, heater, etc., 14,000 miles:  
£1,045-842, High Rd., N.12, Hillside 0234. (16897)

**DENHAM SERVICE STATION, Ltd.**

**THE** Used Javelin enthusiasts offer:—

**1950** (Oct.) Javelin de luxe saloon, steel grey, red  
interior, 15,000 miles: £1,095.

**1949** Javelin de luxe saloon, beige, recorded mile-  
age 16,000.

**1950** Standard saloon, 41,025.

**GORDON WHITE & CO., Ltd.**, offer:—

**J**owett Javelin de luxe saloon: 1975, Euston 1661.

**NOVEMBER 1948** Javelin de luxe, black, red leather,  
beautiful, £860; private.—Ewell 7156, evenings: Der-  
went 1653. (7514)

**1949** (April) Javelin de luxe, 23,000 miles, excellent  
condition: £930.—Cornell, Post Office, Ewell.

**1949** (June) Javelin de luxe, 14,000 miles: £995.

**JOWETT** and Bradford spares, service and sales  
—Javelin, Jupiter, and Bradford service, repair, and  
spares units.—5, Park Rd., Gloucester. (0369)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

**JOSEPH COOPER & SONS LTD.**, 19, Beckenham  
Road, Kent. Tel. Beckenham 2562. (0302)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LAGONDA

**1939** Lagonda 112 2-3-seater Rapide drop head coupe, Sanction two engines, recent complete overhaul, beautiful condition, very fast. £1,750.—Taylor & Crawley, 48, Lower Grosvenor Gardens, S.W.1. Western 6015.

**Lagonda Cars Wanted**

**R. ROWLAND SMITH'S**, The Lagonda buyers—Hampstead High St. (Hampstead Tube). Ham. 6041.

## Lagonda Spares and Service

**DAVID LEY MOTORS, Ltd.**—See our display advert on page 183.

**LAGONDA** owners are advised to contact the manufacturers for service overhauls and spares for the V.12 models: service engines in stock.

**L. AGONDA, Ltd.**—Service Department, Victoria Rd., Fulham, Middlesex. Tel. Putney 2291. (0906)

## LANCHESTER

**CAR MART, LTD.**—1939 Lancaster 11hp saloon, six months guaranteed. £625.—Car Mart, Ltd., 150, Park Lane, W.I. Grosvenor 5434. (1756)

**1937** Lancaster 14 Roadrider saloon, guaranteed. £150.—High St., W.I. Western 6015. (1753)

**CASPER'S MOTOR MART**—1938 Lancaster 11 hp. black, engine reconditioned by makers, heater, exceptional, written guarantee.—S. Warren St., W.I. Euston 4110.

**S. WARREN (BOURNEMOUTH), Ltd.**—engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

**DAIMLER House** Bournemouth. Tel. 5405. (1045)

**850** 4-door—Lancaster 10, November 1947, de luxe 4-door saloon, dark blue, leather, 10,000 miles, very carefully maintained, excellent condition; terms, exchanges.—Rowland Smith, below.

**1938** Lancaster Roadrider, July 1937, 16hp de luxe 4-door saloon, duotone, sliding head, heater, pre-selector, wheel discs, very good condition, 10,000 miles, open to offers.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

**Lancaster Cars Wanted**

**R. ROWLAND SMITH'S**, The Lancaster buyers—Hampstead High St. (Hampstead Tube). Ham. 6041.

**C. CASH** immediately for good Lancasters.—H. F. Edwards, 28-30, Upper High St., Epsom 9400. (1722)

**C. GOOD** used 11-14hp Lancasters wanted, later models preferred; traders also please note.—London Cars, 586, Greenford Rd., Greenford, Middlesex. Watford 2881.

**Lancaster Spares and Service**

**A. ROOT MOTORS, LTD.**—Pre-selector gear boxes: exchange and repairs.—168, Fulham Rd., S.W.3. Kensington 7301. (1027)

**PRE-SELECTOR** gear boxes.—H. A. Engineering, 35, Grant Rd., Addiscombe 2931. (1026)

**CHRYDON**—Donald Vince & Co., Ltd., Daimler and Lanchester agents, sales and service.—Kidderminster Rd., Chelmsford. Tel. 5775. (1089)

**LANCHESTER** and Daimler spares, large stock of L.A. spares, packets, etc. for most models.—Aliens Victoria Street, Clapham, S.W.4. Muscauay 4199 and 6232/3.

## LANCIA Spares and Service

**CHIPSTEAD MOTORS, Ltd.**—offer:—

**A. PRILIA** special bodied sports saloon, 1939/9, excellent condition.

**CHIPSTEAD MOTORS, Ltd.**, 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0522/7233/7154. (1020)

**JOHN S. TRUSCOTT, Ltd.**—for Lancia.

**173** Westbourne Grove, W.11. Bay. 5274. (1724)

**1938** Lancia Aprilia 1938 saloon, complete overhaul, exterior and interior, 10,000 miles, excellent tyres, tele-controls, outstanding performance; offers around £650.—Box 6754.

**A. PRILIA**, 1937, recently overhauled by Lancia engineers, steering, etc. also reconditioned, in very good order throughout; new battery; £475.—Box 6756.

**D. RIVE** a Lancia and feel 10 years old. C. V. Rushmer for guaranteed rebuilt models in showroom condition 1938 Lancia saloon available.—39, Holloway Park, W.11. Tel. 5723.

**Lancia Cars Wanted**

**LANCIA** Aprilia wanted any year.—P. F. Street, High Rd., N.20. Tel. Hillside 2385. (0348)

**LANCIA** in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. (2293)

**WANTED** 50 Lancia Aprilias immediately. Mainly short wheelbase. Co. Cross St., Pendleton, Manchester. Tel. 5457.

**K. EVILL, DAVIES & MARCH, Ltd.**—will buy second-hand Lancia Aprilias.—41-42, Hayes Mews, Berkeley Sq., W.1. Grosvenor 2565. (0500)

**JOHN S. TRUSCOTT, Ltd.**—urgently require low mileage, really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4274. (14616)

**LANCIA** Aprilia, ideal model wanted.—A. Freeman, 14, Lichfield Avenue, Burnage, Manchester. Tel. 2874-5. (10077)

## Lancia Spares and Services

**LANCIA (ENGLAND) Ltd.**—English branch and sole representatives of the famous Italian company; all types of spares, car parts, accessories, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied direct from Italy; complete reconditioning, general service, reconditioning, technical data, etc. apply Lancia Works, Alperton, Wembley. (Ferndale 5656.)

## LEA-FRANCIS

**B. BROOKLANDS**, Ltd.—offer:

**1949** Lea-Francis sports 2-str. small mileage, exceptional.

**103** New Bond St., London, W.1. Mayfair 0351/6. (1739)

**CHARLES FOLLETT, Ltd.**—sole distributors London

1949 Lea-Francis 20-h.p. sports 2-3-seater, sun-metal, green leather, one owner, new hood, 11,000 miles, colour maroon.

Lea-Francis 14hp saloon 1.P.S., maroon, maroon hide, sun roof, one owner, heater, 18,000 miles, serviced with guarantee; £2,275.

Lea-Francis 14hp saloon 1.P.S., one owner, 12,000 miles only, latest model with lamps on front wings, now being serviced; £1,850.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

Lea-Francis 14hp saloon 1.P.S., brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

**USED CARS FOR SALE AND WANTED—SPARES AND SERVICE**

- M.G.**

**1949** M.G. T.C. 2-seater, black beige leather, 1,900 miles, carefully used.—USTACE, Mr., 12, Berkeley St., W.1 (Mayfair 5591) and 12, Chelsea Manor St., S.W.3 (Faxman 8181).

**1949** —M.G. ship special streamlined coupe, overhauled engine, good tyres. W. ALEXANDER, 150-6, West End Lane, N.W.6 (Hampstead 1177).

**1949** M.G. T.C. 2-str., black, 8,000 miles, indistinguishable from new. £795.

**1949** MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.3. Col. 8092.

**1946** M.G. T.C. model, green, green leather, 1,000 miles, excellent condition. TICKFORD, Ltd., 8 Upper St. Martin's Lane, W.C.2 (Temple 5358).

**1946** BEARTS of Kingston, M.O. specialists, sales, spares, repairs.—108, London Rd., Kingston, Tel. Kin. 3348.

**1933** J.D. really beautiful car, £250.—Roy Autos, Ltd., 127, Parkway, N.W.8. Euston 2708.

**1933** UNIVERSITY MOTORS, Ltd., sole London distributors, Stratton House, 80, Piccadilly, W.1. Grawe 4141.

**1949** M.G. 2-seater T.C. model, green, green nice condition, £725.—John Tress, Ltd., Euston 1254.

**£265** —15hp saloon, reg. 1922, 2-colour grey, reconditioned engine, excellent condition.—Hop. 1439.

**1951** model M.G. 1½ saloon, 5,000 miles, new condition; £1,250.—Rendon Central Garage, Rendon 1423.

**M.G.** 1½-litre saloon 1950, green, beige hide, heater, Western 9641. 19,000 miles only; £1,095.—J. H. 7454.

**1948** M.G. T.C., finished red with beige leather, mileage 11,000 miles, any trial and inspection.—Box 6750.

**1937** T.A. black, blue leather, genuine reason for sale, £300.—BAILEY, West Marsh Farm, Farningham, Sutton, Kent 1242.

**1950** M.G. 1½-litre saloon, black, 15,000, immaculate, £1,095.—Peter Guest, Ltd., Gaywood, King's Lynn, Tel. 4129. (2466)

**1948** (June) 1½-litre M.G. saloon, black, green interior, very carefully handled, fitted ex U.S.A. set of brakes over 24 months.—HAROLD WILSON, MAYFORS, 116, Euston 765-767, Romford Rd., Manor Park, E.12. (6609)

**1937** M.G. 2-litre sunshine saloon, black, immaculate, excellent mechanically, taxed; £375.—Kings Motors, 1, High St., Hemel Hempstead. Tel. 3532.

M.G. J.I. sports, engine and tyres sound, red, good M.G. appearance, new carburettor and petrol pump; £195 or offer.—W. Robertson, 68, Westbourne Terrace, N.W.1.

**1950** MAYFAIR GARAGES, Ltd., July, 1947, T.C. sports saloon, black, 12,000 miles, good condition, maroon, car-in-first-class condition throughout, 3 months guarantee; £595.—Below.

**1950** MAYFAIR GARAGES, Ltd., Balderton St., Dept. Selby, Mayfair, W.1. Mayfair 5104-5. Open 9-6. Sat. 9-12. (1702)

**725** —M.G. Midget, Nov. 1949, 1½hp T.C. 2-seater, metallic green, faux leather, Fyv radio, Windstone horns, carefully used, exceptional condition.—H. D. 725.

**595** —M.G. Midget, Sept. 1948, 1½hp T.C. 2-seater, black, green leather, good tyres, care taken, excellent condition; terms, exchange.—Rowland Smith, Belgrave.

**425** —M.G. Midget, May 1950, 1½hp T.C. 2-seater, black, green leather, excellent condition; terms, exchange.—Rowland Smith, Belgrave.

**295** —M.G. Midget, 1950, 1½hp P 2-seater, black, red leather, numerous extras, good condition; terms, exchange.—Rowland Smith, Belgrave.

**145** —M.G. Midget, 1953 model, ship J1, 4-seater sports saloonette, black, red wheels, leather upholstery, good condition, terms, exchange.—Rowland Smith, Belgrave.

**495** —M.G. 1½-litre special sports 2-seater, black, blue leather, Windstone horns, very careful handling, maroon leather, good condition; terms, exchange.—Rowland Smith, Belgrave.

**595** —M.G. May 1950, 2½-litre 4-door sports saloon, black, sliding hood, maroon leather, good condition; terms, exchange.—Rowland Smith, Belgrave (Hampstead Tube). Hampstead 6041. (1759)

**1950** M.G. 1½-litre 4-door saloon, first registered 12/2/49, 12,000 miles, black, beige leather upholstery, one owner, fitted H.M.V. radio and spot lamp, in exceedingly good condition throughout.

**A. ARTHUR MULLINER**, Ltd., Bridge St., Southampton.

**1939** (September, 1950) 1½-litre 12hp de luxe 4-door saloon, mistakeable for brand new, lime green coachwork, most green wings, 3,000 miles since 1930 reconditioned and engine rebuilt, new carburettor, new clutch assembly, new flywheel, new gear cluster assembly, new brake master, built-in hydraulic jacks, completely reconditioned, new front and rear bumpers, new carpets, all tyres replaced. Maseratio drive. Noise fogam, almost new, battery, starters, plating, Heater. Speedster 10hp, last model. Tel. Bournemouth 10-5456.

**1939** (December, 1950) T.A. de luxe drop head 2-seater coupe, 10hp, just reconditioned, very good condition, terms, exchange.—Speedster Ltd., Belgrave.

**1938** 1½-litre 12hp drop head fourseater, special Tieford body folding top in cream, cream leather, chrome wheel, five brand new tyres, new battery, cellulose spooler and apparently original, dried carpet unmarked, very good condition; terms, exchange.—Speedster Ltd., Belgrave.

**SLOCOMBE OF NEASDEN**, The Morgan People.—We purchase all models; representative will call if desired. Slocombe Ltd., 160-21, Newmarket Rd., S.E.1. Tel. Redhill 5281.

**MORGAN**

**1939** (September, 1950) 1½-litre 12hp de luxe 4-door saloon, mistakeable for brand new, lime green coachwork, most green wings, 3,000 miles since 1930 reconditioned and engine rebuilt, new carburettor, new clutch assembly, new flywheel, new gear cluster assembly, new brake master, built-in hydraulic jacks, completely reconditioned, new front and rear bumpers, new carpets, all tyres replaced. Maseratio drive. Noise fogam, almost new, battery, starters, plating, Heater. Speedster 10hp, last model. Tel. Bournemouth 10-5456.

**R** OWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (0949)

**MORGAN** in good condition.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. (2287)

**SLOCOMBE OF NEASDEN**, The Morgan People.—We purchase all models; representative will call if desired. Slocombe Ltd., 160-21, Newmarket Rd., S.E.1. Tel. Redhill 5281.

**M.G.C.**

**ROSE & YOUNG**, Ltd., offer 1949 M.G. T.C. 2-seater, 1½-litre, automatic transmission, extra miles, 65-69, Sternhold Ave., Streatham Hill, S.W.12 (1 minute Streatham Hill Station). Tulse Hill 6464. (7649)

**MARBLE ARCH MOTORS**, High St., Watford, offer 1948 M.G. T.C., black with red leather, just been tuned by expert to give outstanding performance, 100 miles, £723, terms or exchange.—Tel. Watford 4491. (7756)

**M.G.T.C.** Oct. 1946, black, lawn mather, 35,000 miles, good condition, terms, exchange.—Dove, 189, Woodcote Rd., Wallington, Surrey. 4055. (7751)

**M.G.T.C.** rebuilt and registered 1945, new T.A. engine and gearbox, new clutch, new cylinder heads, with many extras, excellent tyres, taxed and performs as new. £525; terms, exchange.—Temple Cars, 156, Burton Rd., Derby. Tel. 45614. Open Sundays. (7189)

**NAYLOR & ROOT**, Ltd., 1948 M.G. T.C. sports 1½-litre, black, 12,000 miles, good condition, 6 months' guarantee, choice of 100 quality cars, demonstration free within 100 miles; terms available—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. (7313)

**M.G. Cars Wanted**

**C**

**M** THE CAR MART, Ltd., wish to purchase M.O.G.s.—320, Euston Rd., N.W.1. Euston 1212. (0988)

**R** OWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0949)

**SLOCOMBE OF NEASDEN**

**SLOCOMBE**—Good clean M.O.G.s wanted, must be well presented condition—35-52, Dudden Hill Lane, N.W.10. Willesden 4869.

**D** ADVERTISER wishes to purchase T.C. or T.D.; details, please.—Box 6679.

**O** FFER your M.G. to Ripon, 16, Albemarle St., Mayfair, W.1. Regent 2952.

**M** G. in good condition wanted.—32, Brockham Drive, Ilford. Tel. Valentine 2098. (2286)

**A** LMOST new M.G. required, cash payment.—M. Morris, 34, Streatham Hill, S.W.13. Tulse Hill 4486.

**J** ACK ROSE, Ltd., want to purchase T.C. and 1½ saloon.—Stafford Rd., Wallington, Surrey. Walling 6577-8.

**M** O.D. wanted, perfect, private advertiser; quick cash sale.—Roy Ward, Workshops, Brinckman St., Barnes.

**U**RGEANTLY required, low mileage 1948-50 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. (3598)

**R**OSE & YOUNG, Ltd.—Wanted small mileage T.C. 1½-litre, black, 12,000 miles, good condition.—Sternhold Ave., Streatham Hill, S.W.12 (1 minute Streatham Hill Station). Tulse Hill 6464 and 8182. (7794)

**MAYFAIR GARAGES**, Ltd.—Particularly good cash buyer of all models M.G.: telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street 209, Selfridges, Mayfair, W.1. Mayfair 5104-5.

**M.G. Spares and Services**

**W**E specialize in spares and repairs for all models of M.G. cars.—JACOBS & SON, Mill Grange Chiswell Rd., South Woodford, E.R.1. Wanstead 2060.

**M**G. engine, axle, gear box, reconditioning, reeon, exhaust, change gears, rockers, valves, v-drive, dynos, etc. rear main shafts, bushes, bushes, flywheel, wheel hubs, wire wheels supplied and repaired, road springs new and reconditioned.—E. Wilson, Queens Road, Queen's Rd., Wimbledon (Station), S.W.19. Tel. 10-5013.

**M.G. Spares**

**W**RITE or phone Toulimin Motors, 343, Staines Rd., Staines, Middlesex. Tel. Beaconsfield 10-5456.

**M.G. Spares and Services**

**W**RITE or phone Toulimin Motors, 343, Staines Rd., Staines, Middlesex. Tel. Beaconsfield 10-5456.

**MORGAN**

**SLOCOMBE**—Your visit welcomed—265-271, Newmarket Lane and 38-52, Dudden Hill Lane, N.W.10. Willesden 4869.

**525** —Morgan 4/4, 1948, 10hp sports 4-seater, green, leather upholstery, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (7326)

**Morgan Cars Wanted**

**R** OWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (0949)

**MORGAN** in good condition.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. (2287)

**SLOCOMBE OF NEASDEN**, The Morgan People.—We purchase all models; representative will call if desired. Slocombe Ltd., 160-21, Newmarket Rd., S.E.1. Tel. Redhill 5281.

**Morgan Spares and Service**

**MORGAN**—Spare parts available, stockist: service and repairs.—Sparta Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. (10314)

**MORGANS**—All available spares in stock—F. W. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. (0728)

**CAR MART, Ltd.**

**MORRIS MINOR**

**1950** Morris Minor, Tourer, 3,000 miles; £795. Grosvenor 5454.

**J. HUNTER, Ltd.**, offer.—

**1950** Morris Minor saloon, 5,000 miles only, possibly new, £525.

**J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (7421)

**H. A. SAUNDERS**, Ltd., offer.—

**1950** Morris Minor saloon, black with beige interior, 8,000 miles; £625. (836-942, Euston Rd. N.12. Hillside 0034. (16903)

**C.M.I. CAR SALES** (Prl. 6623) offer.—

**1950** Morris Minor saloon, beige, good condition throughout.—Swiss Cottage, Finchley. N.W.3. (1604)

**1950** Morris Minor saloon, grey, beige upholstery, recorded mileage 12,000, fitted radio. DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Denham 2266. (16903)

**1950** (Oct.) Morris Minor saloon, black with beige interior, 8,000 miles, condition as new. WILCOX (SLOUGH), Ltd., Chandos St., Slough, Bucks. Tel. 21242. (16935)

**1950** Morris Minor saloon Tickford conversion, maroon, one owner, 10,000 miles, a new TICKFORD, Ltd., 10, Upper St. Martin's Lane, W.C.2. Tel. Temple Bar 3338. (16935)

**1950** Morris Minor saloon, first-class condition; £800.-£820. PAYN, Lympne Castle, Kent. Tel. Hythe 67272. (1749)

**1949** Morris Minor saloon, in excellent condition, 16,000 miles by one careful owner, over £750. (16936)

**1949** Morris Minor saloon, in pink, grey, cellulose, polished, car; £75-775. Aberdare Gardens, N.W.6. (1717)

**1950** Morris Minor tourer, grey, 8,000 miles, very clean.—C. Gray, 20, Hermitage Rd., Romford, Essex. Tel. Speke 1242. (1719)

**£685** —Morris Minor tourer (October, 1949), one owner, immaculate.—4, Bankside Rd., Teddington, Kingston 7156. (1738)

**1949** Morris Minor ship saloon, finished platinum paint, with leather upholstery, genuine leather seats, very carefully maintained by its private owner since new. £225.

**R. ROBBINS**, 68-90, Upper Richmond Rd., E. East Putney, S.W.14. (1722)

**1950** (September) Morris Minor saloon, one owner, 9,000 miles, guaranteed mileage 9,000, indistinguishable from new. £285. —R. A. Read (Meadowside), 42, Queen St., W.1. (1723)

**1949** Morris Minor saloon, grey, 14,000 miles, exceptional condition throughout; £765. exchanges, deferred terms.—John B. Trustco, Ltd., 175, Westminster Grove, W.1. Bay 4246. (1723)

**725** —Morris Minor, June 1949, 1000 miles, one careful owner, almost new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (7327)

**Morris Minor Cars Wanted**

**C**

**M** THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. (0716)

**A** 8 new, post-war Morris Minor required.—23, Broadwalk Court, W.8. Tel. Tulse Hill 1288 (day). (0745)

**MORRIS EIGHT**

**PRIDE & CLARKE, Ltd.**

**£599** —1948 Morris 8 saloon, black/brown leather, one owner, 25,000 miles.

**£495** —1949 Morris 8 saloon, black brown leather, one owner, 25,000 miles; £500. Exchange of terms, THREE months' guarantee, terms, exchanges; list; Stockwell Rd., E.S.W.3. Brixton 6251. (1764)

**LATTON OF OXFORD** offer.—

**£595** —1948 November Morris ship 4-door saloon, finished in black with brown leather, in first-class condition throughout, terms if required.

**LATTON OF OXFORD (MOTORS) Ltd.**, New Rd., Oxford, OX.1. (1765)

**1948** Morris 8 saloon 4-door, one owner, new engine.—AIRD, 1, St. Mary's, Hanover St., W.1. (1767)

**1948** Morris 8 series 8 E 4-door saloon, outstanding condition; £125.

**PETER BANTOCK CAR SALES**, 104, High Rd., Chipping Barnet, Herts. Tel. Chipping 5576-5670. (1749)

**1939** Morris 8 Sun saloon, excellent condition throughout; guaranteed; £225.

**G. W. WILKS**, Ltd., 1, Weston Park, Kingston-on-Thames, Surrey. Tel. 2222.

**365** —Morris 8, 1939, saloon, grey, very good condition; terms, exchanges.—Rowland Smith, Belgrave.

**245** —Morris 8, 1939 model, de luxe 2-door, green and black, sliding hood, leather upholstery, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6041. (1757)

**175** —1937 Morris 8 de luxe, mechanical, 5,000 miles, a new Autovue, 5, Balham High Rd., Balham 1509. (1757)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS EIGHT

**£195** Morris 8 tourer, July '36, excellent runner, sound throughout.—Warner, Acorn 0681, evenings/week-ends.

**1938** Morris 8 4-door saloon, excellent condition; £320.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004.

**1938** Morris 8 saloon, black; £290.—Smith and London, W.1. Tel. 2812.

**1939** Morris 8 series E saloon, excellent mechanical condition, and interior smart appearance; £385.—Griffith's Garage, Weybridge 1491.

**1947** Morris 8 2-door saloon, black with brown leather, sun roof, reconditioned engine just now, good condition throughout.—IRONBRIDGE SERVICE DEPOT, South Rd., Shropshire, Southall 2355.

**£199** —1937 Morris 8 saloon, excellent runner, good tyres, unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

**1937** Morris 8 saloon, immaculate in exceptional condition throughout, taxed and insured; £225.—Wembley Court Motors, High Rd., Wembley, Arnold 3221-2.

**1939** Series E Morris 8 4-door saloon, exceptionally good condition, £295; terms—H. Rose, The Lynch Garage, Uxbridge 1564. Mow 4444.

**1936** Morris 8 2-door saloon, black, red leather, reconditioned engine just run in, 100% mechanical, good condition, taxed and ready for the next 25,000 miles; £310.

**TIMMERS MOTORS**, Collett Rd., Upper Richmond Rd., S.W.13. Tel. Putney 3593.

**1939** Morris 8 saloon, reconditioned engine, shock absorbers, new front springs, painted this year; £420.—Vanderbilt (Buyers of Good Used Cars), 151, Haverstock Hill, N.W.3. Primrose 4441.

**£395** —Morris 8hp series E saloon de luxe 1939, blue, blue leather interior, sound coachwork, practically new, good condition, offered over very recently offered at competitive prices.

**CAMDEN MOTORS**, Ltd., Lake St., Leighton Buzzard, Bedfordshire. Tel. 2111. Write for latest catalogue of nearly 500 cars. Hire purchase, part exchange, free delivery. Showrooms open till 8 p.m. Monday-Saturday.

**WALTER SCOTT**, Ltd.—1939 Morris 8 2-door de luxe saloon, black, brown leather, £320.—also 1937 de luxe saloon, excellent condition; £285; terms—College Crescent, Hampstead, N.W.3. Finchley Road Tube). Fri. 5914.

**TANADERA LTD.**, 19, College Crescent, Hampstead, N.W.3. Tel. 5914. Offer 1936 Morris 8 2-door saloon in black with brown leather, an immaculate little car which has covered a moderate mileage only; also three months' written guarantee; also 200 guaranteed used cars of all makes—1936 Kimes 6000. Flaman 4801-3.

**MARBLE ARCH MOTORS**, High St., Watford, offer 1939 Morris 8 2-door saloon, in absolutely perfect mechanical condition and appearance, £320; terms—black leather upholstery and carpets, tyres as new, sun roof, just been treated with Undersel, a real economy car; £450; terms or exchanges.—Tel. Watford 4491.

**Morris Eight Cars Wanted**

**A** few, good condition, £300.—Ryecroft Rd., S.W.16. Tulse Hill 1288 (day).

**PRE-WAR** Morris 8hp saloon wanted.—British Star Oil Co., 65, Highgate Park, N.5. Can. 1650.

**OWLAND SMITH'S**, Morris 8 buyers—Hampstead High St. (Hampstead Tube). Tel. 600-123.

**CASH** buyers of old-mileage Morris 8s; distance no object.—Huttons, Lord St., Southampton. Tel. 2268.

**REQUIRED** urgently, post-war Morris 8—Lydia Frank & Wagstaff, 3-5, Crouch End Hill, N.E.8. Mow 4401-4.

**MORRIS TEN**

**CAR MART, Ltd.**—1948 10hp saloon, 9,000 miles; £850.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

**RAYMOND WAY**.

**RAYMOND WAY**, Kilburn.

**RAYMOND WAY**, the hire-purchase specialists.

**1946-7** Morris 10 de luxe saloon, black with brown leather, upholstered in leather, interior superb condition, finished immaculately clean, interior reconditioned, engine fitted by ourselfs recommended; £395/99s.

**HIRE** purchase terms on the spot with no references, £100 deposit, £100 down payment, £100 in 1st change on your present motor cycle or car, unique 5 months' written guarantee; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.9. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

**B. J. HUNTER**, Ltd., offer:—

**1947** Morris 10 saloon; £695.

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303.

**1948** Morris 10 saloon, black with brown interior, very nice condition; £750.

**FERRARI'S** OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Old 2254. Tel. 1039.

**1948** Morris 10 saloon, green, brown upholstery, 21,000 miles, in excellent condition.—**WILCOX** (SLOUGH), Ltd., Chandos St., Slough 2122.

**1939** Morris 10, reconditioned, throughout, indistinguishable in appearance and performance to 1946 model; £595.

**MAGDALEN MOTORS**, 311, Trinity Rd., Wandsworth Common. Battersea 5573.

## MORRIS TEN

## MORRIS TEN

**1939** Morris 10 saloon, excellent condition; £445.—Smith and London, W.14. Tel. Western 2512.

**1939** Morris 10 saloon, in excellent condition throughout, fitted heater, any trial; £400.—Wembley Court Motors, High Rd., Wembley. Arnold 3004.

**1938** Morris 10 saloon, black; £290.—Smith and London, W.14. Tel. 2812.

**1939** Morris 8 series E saloon, excellent mechanical condition, and interior smart appearance; £385.—Griffith's Garage, Weybridge 1491.

**1947** Morris 8 2-door saloon, black with brown leather, sun roof, reconditioned engine just run in, 100% mechanical, good condition throughout.

**GATEHOUSE** offer choice of 3 1938 Morris 8 4-door saloons, all in excellent condition, from £345.—Gathouse Motors, Ltd., Highgate Village, London, N.6. Mow 4444.

**£199** —1937 Morris 8 saloon, excellent runner, good tyres, unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

**1937** Morris 8 saloon, immaculate in exceptional condition throughout, taxed and insured; £225.—Wembley Court Motors, High Rd., Wembley, Arnold 3221-2.

**1939** Series E Morris 8 4-door saloon, exceptionally good condition, £295; terms—H. Rose, The Lynch Garage, Uxbridge 1564. Mow 4444.

**1936** Morris 8 2-door saloon, black, red leather, reconditioned engine just run in, 100% mechanical, good condition throughout, taxed and ready for the next 25,000 miles; £310.

**TIMMERS MOTORS**, Collett Rd., Upper Richmond Rd., S.W.13. Tel. Putney 3593.

**1939** Morris 8 saloon, reconditioned engine, shock absorbers, new front springs, painted this year; £420.—Vanderbilt (Buyers of Good Used Cars), 151, Haverstock Hill, N.W.3. Primrose 4441.

**£395** —Morris 8hp series E saloon de luxe 1939, blue, blue leather interior, sound coachwork, practically new, good condition, offered over very recently offered at competitive prices.

**CAMDEN MOTORS**, Ltd., Lake St., Leighton Buzzard, Bedfordshire. Tel. 2111. Write for latest catalogue of nearly 500 cars. Hire purchase, part exchange, free delivery. Showrooms open till 8 p.m. Monday-Saturday.

**WALTER SCOTT**, Ltd.—1939 Morris 8 2-door de luxe saloon, black with brown leather, £320.—also 1937 de luxe saloon, excellent condition; £285; terms—College Crescent, Hampstead, N.W.3. Finchley Road Tube). Fri. 5914.

**TANADERA LTD.**, 19, College Crescent, Hampstead, N.W.3. Tel. 5914. Offer 1936 Morris 8 2-door saloon in black with brown leather, an immaculate little car which has covered a moderate mileage only; also three months' written guarantee; also 200 guaranteed used cars of all makes—1936 Kimes 6000. Flaman 4801-3.

**MARBLE ARCH MOTORS**, High St., Watford, offer 1939 Morris 8 2-door saloon, in absolutely perfect mechanical condition and appearance, £320; terms—black leather upholstery and carpets, tyres as new, sun roof, just been treated with Undersel, a real economy car; £450; terms or exchanges.—Tel. Watford 4491.

**Morris Eight Cars Wanted**

**R**OWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube). Nam 6041.

**MORRIS** wanted—Smith's, 86, Chalk Farm Rd., N.W.1. Gui. 2767.

**MARSTON MOTOR CO.** for your Morris—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

**SIMPSON'S MOTORS** (WEMBLEY), Ltd., require Morris 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—19 King's Rd., S.W.3. Tel. Fins 4901-3. (1938)

## MORRIS SIX

## CAR MART, Ltd.

**1949** —50 Morris Six saloon, 8,000 miles; £1,025.—Euston 1212. (1938)

**GUY ALFRED & Co.**, offer:—

**1950** Morris Six saloon, negligible mileage, unmarked—6-7 Warren St., W.1. Euston 3268.

**1950** Morris Six saloon, 2,000 miles—Autowork Ltd., Winchester 4884. (1938)

**1950** (Oct.) Morris Six, 2,000 miles—Ernest Sutton. Tel. Rogate 4 (trade only). (1938)

**1950** Morris Six, black, H.M.V. radio, heater, leather upholstery, well serviced, £1,050.—Cannell Symonds, Wembley 6282. (1938)

**1950** Morris Six, black, small mileage, heater; £995.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadow 2288. (1938)

**1950** Morris Six saloon, first registered 9/2/50, finished grey with brown leather upholstery, one owner, twin apostamps, in immaculate condition throughout.—ARTHUR MULDER, Ltd., Bridge St., Northampton. Tel. 907. (1938)

## MORRIS MISCELLANEOUS

**GORDON CARS** (LONDON), Ltd.—1948 Morris 10hp saloon; £795.

**GORDON CARS** (LONDON), Ltd.—1949 Morris Six saloon; £1,075.

**GORDON CARS** (LONDON), Ltd.—1950 Morris Six saloon; £1,075.

**TANKARD & SMITH**, Ltd., offer the choice of many Morris 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—19 King's Rd., S.W.3. Tel. Fins 4901-3. (1938)

**Morris Miscellaneous Cars Wanted**

**R**OWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube). Nam 6041. (1938)

**MORRIS** wanted—Smith's, 86, Chalk Farm Rd., N.W.1. Gui. 2767.

**MARSTON MOTOR CO.** for your Morris—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (1938)

**SIMPSON'S MOTORS** (WEMBLEY), Ltd., require Morris 10 or medium hp in good condition wanted.—52 Brockham Drive, Ilford Essex. Tel. "Athenaeum" 2295.

**MORRIS** 10 or medium hp in good condition wanted.—52 Brockham Drive, Ilford Essex. Tel. "Athenaeum" 2295.

**JACK OLDFIELD**, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition.—May 3051. (1938)

**C** A PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—May 3051. (1938)

**Morris Specials and Services**

**MORRIS** 8 and 10 and 12 front wings; £1 a pair, rear £1 a pair.—Brooks Cars, 94 Queens Rd., Brighton.

**WEST** London—Rogers Garage, repairs and service. Rockwicks. New address, Wellington Ave., Paddington, Reg. No. W.G. Riverside 2644-5. Old and new fittings welcome. (1938)

**MORRIS** 8 owners—take advantage of our comprehensive stock of spare parts and replacement units. Price list on application.—Fairley's, Morris 8 Specialists, 2, Tel. 2628. (1938)

**SIMPSON'S MOTORS** (WEMBLEY), Ltd., require Morris 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—Wembley 5661/5602. (1938)

**OLDSMOBILE**, GUY SALMON AUTOMOBILES, Ltd., offer:—

**1950** Oldsmobile Rocket 99 4-door saloon, 15,000 miles, actual shower; £5,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5531-2-3. (1938)

**SIMPSON'S MOTORS** ("Phone Wembley 5661 or 5603) offer:—

**1950** Oldsmobile 76 model right-hand steering, and fitted covers to all seats, definitely in super condition throughout; £395. (1938)

**£160**—1935 Morris Oxford 10, black, good tyres, Nock, roof rack, very reliable—Bull 169. (1938)

**OXFORD** 1935, good appearance, any trial; £95.—Woodcroft, 58, Chalcots Common Rd., Catherham, Tel. 5551. (1938)

**1949** Morris Oxford 10, maroon, grey; £995—L. P. Morris, 111-115, Addiscombe Rd., Croydon CR9. (1938)

**JARVIS & SONS**, Ltd., offer:—1939 (October) Morris Oxford saloon, mint green, 5,000 miles only; £1,075.—Morris House, Morden Rd., S.W.19. Liberty 8221. (1938)

**1949** Morris Oxford, 14,000 miles, colour blue; £795.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 3226 (5 lines). (1938)

**Morris Oxford Cars Wanted**

**C** THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. (1938)

**A** 8 new, post-war Morris Oxford required.—Rycroft Rd., S.W.18. Tulse Hill 1288 (day). (1938)

**O**LDSCARMOBILE main dealers for London, Middlesex and additional branches—Len Glass, 1, Lexington St., W.1 (Gerrard 5600); Service Workshops and Spare Parts 7, Finsbury Circus, London, N.C. (Westbourne Grove) 611-71. (1938)

**IMPSION'S MOTORS** (WEMBLEY), Ltd., require Oldsmobile (1937 onwards).—Wembley 5661/5602. (1938)

**1937** Opel Olympia, taxed until December, recently reconditioned; £420.—Tel. Dartford 469. (1938)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## One Cars Wanted

**OPEL** in good condition wanted—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. (1226)  
**RUDOLPH SMITH'S LTD.**, 109, Upper Street, Hampstead High St. (Hampstead Tube), Ham 6041. (10980)  
**MAYNAR MOTORS LTD.**, Opel distributors, buyers of all models.—16, Southampton St., Southampton. Tel. Southampton 3266, 4944. (10981)  
**P.R.D. LTD.**, 109, Upper Street, the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tel. 3664. (10936)

## Open Spares and Service

**MAYNAR MOTORS LTD.**, distributors; Opel spares and parts, reconditioned engines.—Southampton St., Southampton 3266, 4944. Tel. Southampton 3266, 4944.

## PACKARD

**J. OF THOMPSON (MOTORS) LTD.**, offer:—

A LATE model Packard 4-door saloon, colour blue, registered April 1950. (1939)

**1939** Packard 6 4-door saloon, colour black. (1939)

**J. OF THOMPSON (MOTORS) LTD.**, 97, Fulham Rd., South Kensington (next to Michelin). Ken. 4858.

**LEONARD WILLIAMS & CO. (1940) LTD.**, Great West Road, Brentford, Middlesex. Tel. 3526. (1938)

**PACKARD**, one concessionaire, offer:—

A SELECTION of completely reconditioned 1936 and 1939 saloons and drop head four-seaters.

**LEONARD WILLIAMS & CO. (1940) LTD.**, Great West Rd., Brentford, Middlesex. Ealing 3409. (1938)

**CASSI MOTOR CO. LTD.**, 138, Park Lane, Super 6 Cassi. Miles 26,000 miles, one owner, chauffeur driven, superb, written guarantee.—5, Warren St., W.1. Euston 4110. (1938)

**1939** 6-cylinder Packard saloon, radio, leather upholstery, one owner, magnificent condition.—Egerton—Layton & Crawley, 48, Kensington Court, W.8. Western 6015. (1939)

**£325**—1939 Packard 4-door de luxe, tax-free, excellent condition throughout; terms, exchanges.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2899-6. (1709)

**1936** Packard Super 8 saloon, black and Bedford grey, corn roof, new tyres, tax-free, very good as an original and near new condition.—£425.—Pantries Service Garage, London Rd., Guilford 5326. (16935)

**1938** 8 Packard coupe, repressed grey and chromed, suspension braces and engine reconditioned, new tyres, extremely smart car, £250 or nearest offer. Watson Ridgemont, Liddington, Beds. Ridgemont 56. (16915)

**A & S LIMOUSINES**, 1939, wider, occasional, except suspension and engine partition, certified mechanically black. (16924)

**A. PE & SAUNDERS (100-Limousines)**, Providence Ave, Court, North Audley St., Mayfair—2941. (17031)

## Packard Cars Wanted

**CASH** immediately for good Packard.—H. F. Edwards, 200, Gl. Portland St., W.1. Langham 0012. (17244)

**OWLAND SMITH'S**, the Packard buyers—Hampstead High St. (Hampstead Tube), Ham 6041. (10980)

**S. PACKARDS** (1937 onwards).—Wemley 8691/3903. (10971)

**LEONARD WILLIAMS & CO. (1940) LTD.**, Packard Middlesex, Ealing 3409. (10919)

**J. OF THOMPSON (MOTORS) LTD.**, Packard specialists, 97, Fulham Rd. (next door to Michelin) 5 Kensington. Kensington 2-2941. (10919)

**7 SEATERS** privately owned modern Limousines required, cash price.—Alps & Saunders, Providence Court, North Audley Street, Mayfair—2941. (17021)

## Packard Spares and Service

**J. OF THOMPSON (MOTORS) LTD.**, Packard specialists, 97, Fulham (next door to Michelin). (10903)

**KENSINGTON** 4000. Tel. Kensington 4000. (10903)

**LEONARD WILLIAMS & CO. (1940) LTD.**, Packard

London concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (10949)

## PANHARD

**CHILTERN CARS**, offer a 1951 model 120 745 c.c. Dyna Panhard, with 1000 miles, tax-free, in excellent condition, the advanced design of this interesting little vehicle includes independent suspension all round, close ratio 4-speed gear box, Lockheed brakes, front disc, rear drum, 1000 c.c. engine, more than usual acceleration (32bhp at 5,000rpm, weight 1250wt.), and quite incredible roadholding and cornering, remarkable steering, etc. (10949)

more than 700mpg is available with an easy cruising speed of 60mph, petrol consumption when driven hard 12mpg, 30mpg when driven gently, etc. (10949)

40mpg similar cars, but with saxon coachwork, finished 1st and 2nd in their class in the 1952 Monte Carlo Rally, price guide £1,000. Tel. 114, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2860. (17246)

## Peugeot Cars Wanted

**PEUGEOT** in good condition—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. (12269)

## PLYMOUTH

**SIMPSON'S MOTORS** ("Phone Wembley 8691 or 3903")

**1949** Plymouth saloon. (Full list see "American Car.")—Simpson's Motors (Wembley), Ltd. (1364)

## PONTIAC

**1950** (February) Pontiac 4-door saloon, right-hand drive, finished black, 5,000 miles only, main service garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. (17700)

## Pontiac Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY 8691 or 3903)**

**1949** Plymouth saloon. (Full list see "American Car.")—Simpson's Motors (Wembley), Ltd. (1364)

## RILEY

**P.C.** PERFORMANCE CARS.

**RILEY** 2½-litre roadster, 15,000 miles, one owner, R. green, radio, 1950 (August); £1,550. Riley 15/6 saloon, 1956, £295. Riley 9 1½-litre saloon, manual box, 1958, £195. (17262)

**PERFORMANCE CARS LTD.**, 109, Upper Street, Great West Rd., Brentford, Middlesex, Ealing 5841 (4 lines); see also under "Sports Cars." (17262)

## CAR MART LTD.

**RILEY** 1½-litre saloon, 12,000 miles; £1,495. (17262)

**1950** -7 Riley 1½-litre saloon, 15,000 miles; £975. (17261)

**CAR MART LTD.**, 150, Park Lane, W.1. Grosvenor 5454. (17261)

## J. A. SAUNDERS LTD.

**1947** 1½-litre Riley, 25,000 miles—Radlett, Herts. Tel. Radlett 6167 and 5649. (17271)

## Porsche Spares and Services

**COLBORNE GARAGE LTD.**, Ripley, Surrey, the Volkswagen people, complete service repairs, etc. for the Porsche. Tel. Ripley 2361. (10629)

## RACING CARS

**OFFERED** at reduced prices for quick sale:—

4-cl. Maserati; £2,000.

4-cl. Maserati; £1,200.

4-cl. Duesenberg Emerson: £500.

K 3.4. Magnette. Layshaft shaft and R-type rods. Beldam Telegraph, Belfast. (5091)

**1951** Emerson 500 with 4-speed J.A.P. engine, Norton gear box; £500 or part exchange any car, engine adjustment either way.—Watkins, Haywards Heath, Sussex. (17768)

**COOPERS GARAGE (SURREY)**, Ltd., of Surbiton Tel. Elm. 5346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. (19291)

The famous ex-Crosley 1948 Grand Prix Alta competitive results, including the new supercharged and the new short wheelbase chassis; the car is therefore as new and ready to race and could compete in Formula II; further details and photographs on request. Tel. Surbiton 538-540. (17368)

**ILFORD MOTOR CO. LTD.**, 338-340, High Rd., Ilford, Essex. Tel. Ilford 5151-2. (17368)

## RAILTON

**RAILTON** MOTORS LTD., offer:—

**RAILTON** 10hp Fairmile coupe, July 1959, black and red. (17095)

**RAILTON** MOTORS LTD., 197, Fulham Rd., Ken. 5154, London, S.W.3. Flaxman 0052-7154. (17095)

**MAJOR J. P. S. BARBER**, 65, Linden Gardens, W.8. Bayswater 6753; all models available and wanted. (15467)

## RAILTON

**RAILTON** 10hp Fairmile coupe, July 1959, black and red. (17095)

**RAILTON** MOTORS LTD., 197, Fulham Rd., Ken. 5154, London, S.W.3. Flaxman 0052-7154. (17095)

**MAJOR J. P. S. BARBER**, 65, Linden Gardens, W.8. Bayswater 6753; all models available and wanted. (15467)

**A. 1. MOTORS (LONDON) LTD.**, offer a second-to-last selection of Railton cars; also all spares. (15334)

**RAILTON** 10hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp 4.5 drop head coupe, lovely car; only 2,500 miles.—Clude, Burgrave & Sons, 10, Regent St., W.1. (17095)

**RAILTON** 17hp



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

**A** ALPE & SAUNDERS, Ltd., Rolls-Royce Limousines. Below.

**L** IMOUSINE 1935 25hp Park Ward swept tail, leather throughout, partition. £1,250. Also: 1930

**L** IMOUSINE 1936, partition, 25hp H.J.M., forward transmission, small miles, black, swept tail, superb condition. £1,460.

**L** IMOUSINE 1936 (Sept.). 25hp Windover, partition, forward towards occasional, recent Works overhaul. £1,465.

**L** IMOUSINE 1937 February 30hp Park Ward, forward

**L** OCATIONS, partition, low mileage, black, swept tail, 8,000 miles. £1,250. Limousine, H.J. Thrusco.

**A** ROLLS-ROYCE & SONS, Ltd., always purchase Rolls-Royce, Providence Court, North Sudley Street, Mayfair 2941.

**1930** Rolls-Royce owner-driver saloon, no division, sacrifice. £325. Claude Burgoine & Co., St. Peters Garage, St. Peters Rd., W.8. Riversdale 7024.

**A** RCHIE SIMONS & Co., Ltd.—1934 Rolls-Royce 20-hp owner-driver saloon by Hooper, colour black, cloth upholstered, 20,000 miles, one owner, since 1936, now throughout. £400.

**1937** Rolls-Royce 25 7-passenger limousine, coach-built front cloth at rear, large face forward occasions, latest modifications carried out, in excellent mechanical condition, in every way—94. Gt. Portland St., W.1. £1,345.

**1932** Rolls-Royce Hooper 7-passenger limousine face forward seats, sunchromes, two private owners, genuine 76,000 miles—Taylor & Crawley, Kentington Court, W.8. Western 6015.

**V** INTAGE AUTOS of Knutsfordshire, the Rolls 20 and 25, and Rolls 20a in steel from £125 to £500—189-195. Pavilion Road, Sloane St., Knightbridge. 17341.

**1934** Rolls-Royce Phantom II saloon limousine with large luggage boot, one owner, 10,000 miles only. £350. 1934-50. Devonshire Place, W.1.

**1934** (September). Rolls-Royce 20-25hp owner-driver saloon, two owners only, mileage 54,000, first-class condition. £1,075. Deacon's Garage, 134 West Hill, Farnborough. 17251.

**CASS'S MOTOR MART**—1939 Rolls-Royce Phantom 20, 25hp Sedanca, 7-passenger face forward occasions, superb condition, £2,100, written guarantee—2, Warren St., W.1. Euston 4110. 1959.

**R** OLLS-ROYCE Phantom III, 70,000 miles, tappet conversion carried out recently, hooper double cased limousine. £1,250—Craven Mews, S.W.1. minutes south, Kentington Undergrange. 19673.

**C** LARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners of all makes of cars available for inspection. Tel. Brookwood 2201-2.

**£1650**—1935 25 25 Rolls-Royce Thrupp & Maberly owner-driver saloon, recently overhauled by makers, immaculate—Le Grec, East End, Old Bond Street Rd., South Kensington S.W.7. Kensington 24747.

**1937** Phantom III Hooper, blk., spacious boot, independent suspension, etc., blind heater, etc., many extras, recent £300 overhaul, engineer's report, division, cupboards, piano, etc., 5½ occasions, £1,650. Silver Wraith. 17174.

**R** OLLS-ROYCE Silver Wraith 1937 sedan de ville in two-tone finish, luxuriously appointed interior, electrically operated division, radio, heater, etc., this car has been character driven and in superb condition. £1,650. 17172.

**1948** Rolls-Royce Silver Wraith with sedan de ville body by H. J. Mulliner, black, beige upholstery, electrically controlled division and rear blind, interior heater and radio, and own garage, genuine, mileage around 15,500, condition throughout indistinguishable from new. £5,950.

**W** P. MAIDENS, Secundus, Lincs. Tel. 1526.

**C** ENTRAL GARAGE (CROYDON), Ltd., offer Rolls-Royce 25 station wagon, without doubt one of the finest examples of this type of body in existence, built to special order at a cost of £1,500, complete mechanical overhauls at cost of nearly £400, not yet run in, this car is literally as new; £1,850—Croydon 6474.

**T**HES SOUTHERN MOTOR CO., the originators of the Rolls-Royce Replicars, have a series of cars produced to accommodate the following: 10, 12, 14, 16, 18, 20, 25, some drop head coupe appearance as new. £85.5, and a 20hp saloon with full de luxe equipment. £695. Works, London Rd., Croydon CR9. Tel. Croydon 7222. (1950)

**L** LL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, etc. Tel. Croydon 69. Westow St., Crystal Palace, S.E.19. £1,562.

**POWER 10**—B. J. HUNTER, Ltd., offer—

**1947** Rover 10hp saloon, fitted radio, heater, seat covers, positive superb condition. £975. J. Hunter, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (1950)

**1940** Rover 10 sportsman saloon, excellent condition. £725. PETER BANTOCK CAR SALES 108, High Rd., Chiswick, W.4. Chiswick 2725-5870.

**£390**—Rover 10 saloon (1936), excellent condition. Box 6792. (1950)

**Rolls-Royce Cars Wanted**

**J.** MARSHALL, WANTED, Rolls-Royce 20, 22 and 20, 25, all types of coaches, any condition.

**J.** MARSHALL, 503, St. Albans Rd., Watford. Tel. Watford 2569.

## Rolls-Royce Cars Wanted

## S

OUR demand is urgent.

**O**WNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Belgrave Sq., London, S.W.1. Mayfair 8060. Head Office, 10, Bayswater Rd., London, W.2. Tel. Bayswater 2362. Yorks. Tel. Halifax 5944. 10516.

## C

**T**HE CAR MART, Ltd., wish to purchase Rolls-Royce cars, all makes, from 1904 to 1929, Park Lane, W.1 (corner of Portland Rd.), Grosvenor 3454. (1950)

**A** & S always purchase 25/30 hp saloons with boot, also four-seater coupes urgently need Phantom II also Phantom III saloons and Limousines, prompt attention assured. Alice and Sophie, Providence Court, Northgate Street, Mayfair 2-2941.

**R** OLLS-ROYCE or Bentley buyers with car for disposal are invited to get in touch with JACK BARCLAY, Ltd.

**O**FFICIAL retailers of Rolls-Royce and Bentley.

**12**—15, St. George St., Hanover Square, W.1. Tel. 10693. May 7444.

**R** OLAND SMITH'S, the Rolls-Royce buyers—Hampstead High St. (Hampstead Tube). Ham. 6061.

**T**HE BASINGSTOKE MOTOR CO., Ltd., purchase pre-war Rolls-Royce cars—By-pass Rd., Basingstoke.

**R** OLLS-ROYCE wanted—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

**1938** 25/30hp Rolls-Royce sports saloon, must be 9. Beresford Drive, Dorking. Tel. 8215. (1950)

**W** E are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise—Compton 69. Weston St., Crystal Palace, S.E.9. Liv. 5362. (1950)

**R** IPON BRODS, Ltd., the Northern Rolls-Royce specialists, special retailers and repairers wish to buy good late model Rolls-Royce—Huddersfield 6015.

**T**HE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (1950)

**A** RTHUR MULLINER, Ltd., Coachbuilders, Bridge Street, Birmingham, wish to purchase a number of old Rolls-Royce cars. Please send particulars. Tel. Northampton 907.

**B**RADWAY MOTOR CO. require 25hp Rolls-Royce cars, particularly with owner-driver saloon or d/b coupé body work, 1930 to 1935—3-12, Russell Street, London, W.1. Tel. 1017.

**J**ACK OLDING, Ltd., 8-10 North Audley St., W.1. Tel. 1017. Official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first-class condition. Tel. Mayfair 5242.

**C** HARLES POLLITT, Ltd.—Officially appointed retailers and repairers—10, Elgin Avenue, W.9. Tel. Berkley St., W.1. May 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936-7-8. (1950)

**Rolls-Royce Spares and Service**

**J**ACK OLDING, official Rolls-Royce retailers.

**R**ECEPTION for service in the heart of Mayfair, to complete overhauls, mechanical or coachwork. Tel. 5242 for collection—18, Provost Court, W.1. Tel. 10021.

**J**ACE BARCLAY, Ltd.

**A**RGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls of mechanical or coachwork. Large stocks of spares for all models.

**W**ORPS LOMBARD, Ltd., Morden Rd., Merton. Tel. 6193. 1013-1018. (1950)

**C**HALES FOLLETT, Ltd.—Officially appointed retailers and repairers.

**R**EHOMES: 18, Berkeley St., W.1. May 6266.

**S**PAR parts.

**S**ERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. (1950)

**R**OLLS-ROYCE, 25 station wagon, without doubt one of the finest examples of this type of body in existence, built to special order at a cost of £1,500, complete mechanical overhauls at cost of nearly £400, not yet run in, this car is literally as new; £1,850—Croydon 6474.

**T**HES SOUTHERN MOTOR CO., the originators of the Rolls-Royce Replicars, have a series of cars produced to accommodate the following: 10, 12, 14, 16, 18, 20, 25, some drop head coupe appearance as new. £85.5, and a 20hp saloon with full de luxe equipment. £695. Works, London Rd., Croydon CR9. Tel. Croydon 7222. (1950)

**L**LL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, etc. Tel. Croydon 69. Westow St., Crystal Palace, S.E.19. £1,562.

**POWER 10**—B. J. HUNTER, Ltd., offer—

**1947** Rover 10hp saloon, fitted radio, heater, seat covers, positive superb condition. £975. J. Hunter, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (1950)

**1940** Rover 10 sportsman saloon, excellent condition. £725. PETER BANTOCK CAR SALES 108, High Rd., Chiswick, W.4. Chiswick 2725-5870.

**£390**—Rover 10 saloon (1936), excellent condition. Box 6792. (1950)

**Rolls-Royce Cars Wanted**

**J.** MARSHALL, WANTED, Rolls-Royce 20, 22 and 20, 25, all types of coaches, any condition.

**J.** MARSHALL, 503, St. Albans Rd., Watford. Tel. Watford 2569.

## DICKS.

**1938** Rover 12 saloon, ready for use. £475.

**DICKS CAR SALES**, Ltd., 365-401, High Rd., Kilburn. (6512)

**MONTROE MOTORS** have to offer:

**1937** Rover 12, blue. £450.

**1938** Rover 12, black. £495.

**1946** Rover 12, black, one owner. £845.

**MONTROE MOTORS** (N. H. Boswell), 91-171, Epping Forest Rd., Buckhurst Hill, Essex. Tel. 1171-2.

**1936** Rover 12 saloon, black, exceptionally good chassis. £350.

**RIDGE MOTORS**, Church St., Rickmansworth. Tel. 7335-7.

**1938** Rover 12 black saloon, red leather, sunshine roof, good condition, taxed 1952—Weybridge 4054. (1950)

**1947** Rover 12hp 6-light saloon, grey, blue leather, moderate mileage, for quick sale. £955. Tel. 6761.

**£495**—Rover 12 4-door saloon, cellulose as new, excellent mechanical order; many others.

**GOLLY'S GARAGE**, Earls Court Rd., S.W.5. Tel. 269-7764.

**1940** Rover 12, de luxe saloon, black, one owner, recently overhauled throughout by Rover, in outstanding condition. £750.

**RIDGE MOTORS**, Church St., Rickmansworth. Tel. 7336-7.

**1947** Rover 12hp 6-light saloon, grey, blue leather, moderate mileage, £950; hire purchase and exchanges available.

**GOLLY'S GARAGE**, Earls Court Rd., S.W.5. Tel. 269-7764.

**1939** Rover 12, a splendid car; £595—Smith & Hunter, Ltd., 370, Reigate Hill, Surrey. Tel. 1171-2.

**GATEHOUSE** offer 1937 Rover 12hp saloon, in excellent condition. £425—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mcc. 4444. (1950)

**1947** (December) Rover 12hp saloon, beige, brown leather, £895—Vanderbilt (Buyers of Good Used Cars), 213, Haverstock Hill, N.W.3. Tel. Primrose 1-5322.

**1938** Rover 12 saloon, one owner, very good condition. £485; terms, exchanges—Witham Bros. Ltd., 16, Balsall Heath, S.W.12. Battersea 3768-6.

**1939** Rover 12hp saloon, grey, completely overhauled, new tyres, exceptional general condition, one owner; £550—Roots, 16, Station Rd., Westgate. (1950)

**R**OVER 12 sports saloon, 1938, resprayed black, new carpets, lining, battery, p/pump, etc., good condition; offers please—Spicer, Town Hall, London, N.22. Tel. 4281. (1950)

**1948** model, Rover 12hp saloon, grey with red, H.M.V. radio, outstanding condition through. £1,075—Stratton's, Ltd., 40, Berkeley St., W.1. Tel. Mayfair 4404. (1950)

**£1650**—Rover 12, 1934, saloon de luxe, one trial, 1935-6, 100 yards Clapham South Tube. Batt. 1107-8-9. (1950)

**R**OVER 12 saloon, green with grey leather, one owner, low mileage, fitted H.M.V. radio and excellent order; £995.

**GRAY'S CAR (LONDON), Ltd.**, 277, Green Lanes, London, N.13. Palmer Green 2363. (1950)

**R**OVER 12 saloon, in superior condition throughout, one owner, well used, £550; terms, exchanges—Midland Motor Co., Trafalgar St., Derby. Tel. Becketwell 4024. (1950)

**1946** Rover 12hp 6-light de luxe saloon, finished black with brown hide upholstery, fitted radio, etc. Tel. 61025. (1950)

**595** black, sliding head, blue leather, very carefully used, excellent condition, terms, exchanges; list: open 7-9, week-days and Saturday evenings. Tel. 61025. (1950)

**595** black, sliding head, blue leather, very carefully used, excellent condition, terms, exchanges; list: open 7-9, week-days and Saturday evenings. Tel. 61025. (1950)

**NEWNHAMS, Ltd.** (1950)

**1939** Rover 14 saloon, blue with blue leather, splendid condition.

**NEWNHAMS**, House, 235-7-9, Hammersmith Rd., London, W.8. Riversdale 4668. (1950)

**MONTROE MOTORS** have to offer:

**1937** Rover 14, black. £450.

**1937** Rover 14, grey, reconditioned engine; £525.

**MONTROE MOTORS** (N. H. Boswell), 91-171, Epping Forest Rd., Buckhurst Hill, Essex. Tel. 1171-2.

**£265**—1935 Rover 14 sports saloon—Bray Motors, 180-184, West End Lane, N.W.3. Hampstead 6690. (1950)

**1936** Rover 14, immaculate; £350—Barne, S.15. Pinchbeck Rd., Hampstead, N.W.3. Hampstead 2221. Tel. 1627. (1950)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROVER 14

**R**OVER 14, 1936, cns owner before myself, stored war, small mileage. £475.—Culvercroft, Woodland Rd., Selby. Tel. 517.

**1947** (October 1947) Rover 14, radio, heater, new cover, South Kensington. £100.—Brown, France, 8a, New South Kensington. Tel. 0515.

**£389**—1937 Rover 14 de luxe, one owner; a bar-gain. G. P. (Bulham), Ltd., 2a, Bulham Hill, W.12 (100 yards Clapham South Tube). [14036]

**895** cns.—Rover 14, October 1946, ds. huss 4-door 895' saloon black, sliding head, brown leather, one careful owner; exceptional condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampshire (Hampstead Tube), Hampshire. [17403]

**£743**—Rover 14 de luxe saloon, bodywork literally like brand new, interior excellent, chassis 100%, engine and gearbox in excellent condition, like a 1948 model and performs like it; you must see it; the best example we have ever had; also choice of other Rovers; 3 months' guarantee; hire purchase, exchanges.

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421, High Rd., London, N.12. Tel. 0798.

**1938** (March) Rover 14 de luxe, beautifully finished in black with brown leather interior and new fitted Wilton carpet, the whole of this car is practically indistinguishable from new, all controls smooth and trouble-free.—(Sect. 1950) 14036

This above is an example from the finest stock of rare and attractive performance, a remarkable example of one of Britain's fine cars; £495; taxed and delivered for hire purchase by Lambeth Motor Co., Cross St., Finsbury, Manchester. Tel. 5457.

## ROVER 11

**1948** Rover 11 4-light sports saloon, in immaculate condition throughout; price £1,495.—Cross-Grove, Ltd., Northampton. Tel. Northampton 4540.

**1939** (June) Rover 16hp sports saloon, condition excellent, original paint, new leather, radio, heater, hire purchase.—B. & H. Motors, 1424, High Rd., Whistone (Finchley), London, N.30. Tel. Hillside 6671.

## ROVER 20

**£675**—Rover 20 sports saloon, beautiful, rare, tremendous condition motor car; this Rover is a classic and gives the impression of a well-made American car with the comfort and luxury of the English thoroughbred; choice of other Rovers; 3 months' guarantee.

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421, High Rd., Finchley, N.12. Tel. 6221. [17439]

## ROVER 78

**TICKFORD**, Ltd., offer:—  
**1949** (Dec.) Rover 74 saloon, speedo, reading 9,000, green grey leather, H.M.V. radio, one owner, as new.

**1948** Rover 75 sports saloon, 10,000 miles, green, grey leather, radio, heater, as new.

**1948** Rover 60 saloon, black, grey leather, radio, heater, as new.

**8** Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [16963]

**TOM GARNER**, Ltd., offer:—

**1948** Rover 60 P.S. saloon, black with red leather, 29,000 miles.

**1949** (Aug.) 75 saloon, black with red leather, radio, heater, 15,000 miles.

**TOM GARNER**, Ltd., 10-12, Peter St., Manchester, E. [16945]

**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—

**1948** Rover 75, black and red, radio, etc.; choice of two, £1,595.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford. Guildford 6207-6-9. [17530]

**R**OVER 44 delivery mileage, radio, heater; offers to—Box 6652.

**150** miles only! 1950-1 Rover 75 saloon, literally as new; £2,250.

**WADCOM MOTORSES**, 150-6, West End Lane, N.W.6. [16951]

**1950** Rover 75, black, green, owner, really new; £2,250.

**CARAGE SERVICE CO.** Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [17424]

**L**ATE 1950 Rover 74 saloon, green with grey leather upholstery, low mileage, new throughout, tanked, £1,950.

**PENNY DODGER SERVICE DEPOT**, South Rd., Southall, Middlesex. [17573]

**1500** miles (August 1950) Rover 74 saloon, black with red leather, heater, immaculate; £2,250.

**H. A. SAUNDERS**, Ltd., Austin House, Castle St., H. Worcester. Tel. 2368. [17001]

**1950** Rover 75 74 saloon, 5,000 miles.—Green & Sons, Ltd., 2a, Zona, 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3323-6. [17215]

**CAMDEN MOTORS**, Rover 75 saloon, July, 1948, Regent 1000, excellent condition, £1,195.

**CAMDEN MOTORS**, Rover 75 74 saloon 1950, condition literally brand new, never used, new throughout, £1,950.

and distributed in Britain, distribution every 1,500 miles, original tyres, tools not even unwrapped, heater, radio and seat covers; £1,695.

**CAMDEN MOTORS**, 1a, Duke St., Leighton Buzzard. [17157]

C Beds, Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars ready for inspection and purchase, hire purchase, exchange, etc.

Delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showroom open till 7 p.m. Monday-Saturday.

**1948** Rover 75 6-light saloon, 21,000 miles, excellent condition, mechanically perfect, heater and radio; £1,195.—Box 6742. [17157]

**1948** Rover 75 6-light saloon, £1,555.—S. & H. Hunter, Ltd., 2a, New Kenton Road, London, E.14. [17307]

**1951** Rover 75 (November, 1950), 7,000 miles, offers or exchange Vauxhall Velox and cash.

**KNOXIES**, Paddock Brow, Boars Hill, Oxford. [17180]

## ROVER 44 &amp; 75

**155** miles only! 1951 model Rover 44 saloon (reg. Upper St. Martin's Lane, W.C.2.), 10,000 miles, £1,060; exchanges considered.

**R**OVER 75 74, Nov., 1950, black and red, loose covers, 9,000 miles, one experienced driver, immaculate; £2,150.—Harris-Mays & Co., Watford. [16319]

**1948** (June) Rover 75 saloon, black with red leather, heater, radio, 10,000 miles, £1,060.

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 761. [14346]

**1950** P.4 Rover, finished in ivory with red leather throughout; £1,395.—Dobsons,



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD 8

**R**AYMOND WAY, The Hire Purchase Specialists.

**R**AYMOND WAY OF KILBURN.

**R**AYMOND WAY, The Hire Purchase Specialists.

**1948** Standard 8hp tourer, colour grey with blue leather upholstery, nicely maintained, one owner, negligible mileage; £525s.

**H**ire Purchase Specialists, no references, exchange on your present motor cycle or car; unique 3 month guarantee; always 200 cars under £400 to choose from.

**R**AYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 9044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line). Tel. [7688 yards].

**1946** Standard 8 sal. black, brown int., ex. cond., 18,000 miles.

**T**ICHLER LTD., Upper St., Martin's Lane, W.C.2. Temple Bar 5358.

**D**ODGE head foursome coupe, 8hp Standard, 1948, black, spotless condition; £495.

**W**ACCOL MOTORS, Ltd., West End Lane, N.W.5. Hanover 1179.

**1947** Standard 8 coupe—Autowork, Ltd., Winchester, 16954.

**1946** Standard 8 tourer, fitted new hood, recoloured grey, superb appearance; £495.

**F**ERDINAND OF CICKLWOOD LTD., 200, Cricklewood Broadway, N.W.2. Gia. 4254. [5890]

**1939** '40 Standard 8 saloon, £225. A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. 35.

**1947** Standard 8 saloon de luxe, black, brown interior, genuine car in every respect; £550.

**W**ATSON-ON-THAMES MOTOR CO., Ltd., Winton 2000.

**L**. P. DOVE offers 1946 Standard 8 saloon, exceptional condition; £495.—69, Broadwalk, E.19. Liberty 5496.

**1948** Standard 8 tourer, black, leather upholstery, new condition; £550. Hendon Garage, Hendon 1423.

**1947** Standard 8 saloon, grey, blue leather, ex-Hendon Garage, Hendon 1423.

**£490** Standard 8 drop head coupe, 16,000 miles, only one owner, unbelieveable condition for 1940 car, many others.

**B**EDFORD MOTORS LTD., Holland Road, London, 9-6 [50 yards] Holland Park Tube).

**1939** Standard 8 saloon, grey, blue upholstery, 18,000 miles, open top, £225. High Rd. N.15. [6866]

**1939** Standard 8 saloon, grey, blue upholstery, 17, West Hill 4230.

**1946** Standard 8 tourer, 1951 engine, new hood, front suspension and spring, owner going abroad; first £200, then £100 per month.

**£345** Standard 8 drop head coupe, sleek, good condition throughout—M.B. Motors, New Cross Rd., London, S.E.4. Finchley 3779. [6253]

**1947** Standard 8 saloon, sunroof, superb economy, £515; exchanges, hire purchase—2, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, Finchley, London N.20. Tel. Hillside 6671-2. [7081]

**1939** Standard 8 saloon, black with brown leather upholstery, good bodywork, good interior, mechanically absolutely perfect—A. J. H. F. P. King St., Hamersmith, W.6. Riversdale 4111 and 4061. [6266]

**445s** Standard 8, Sept. 1946, foursome drop head coupe, grey, £495. terms exchanged; £100 down, £100 term, £100 open top, 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [7406]

**W**ALTER SCOTT, Ltd., 1946 Standard 8 saloon, grey, blue leather, very well maintained, £495, terms exchanged—Colne Crescent, Hampstead, N.W.5. [Finchley Road Tube]. Pte. 5914.

**M**ARCH 1947 Standard 8p. de luxe saloon, black with brown leather, recently reconditioned in our own works and fitted with complete set of new tyres; a most economical small car in much above average condition throughout—R. OBBINS, 96-98, Upper Richmond Rd., East Putney, R.S.W.15. [6824]

**1949** (first reg.) Standard 8 d.h. coupe, black with brown leather, reconditioned engine, one owner, £495. terms exchanged—28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 1530, 1532, 1534, 1536, 1538, 1540, 1542, 1544, 1546, 1548, 1550, 1552, 1554, 1556, 1558, 1560, 1562, 1564, 1566, 1568, 1570, 1572, 1574, 1576, 1578, 1580, 1582, 1584, 1586, 1588, 1590, 1592, 1594, 1596, 1598, 1600, 1602, 1604, 1606, 1608, 1610, 1612, 1614, 1616, 1618, 1620, 1622, 1624, 1626, 1628, 1630, 1632, 1634, 1636, 1638, 1640, 1642, 1644, 1646, 1648, 1650, 1652, 1654, 1656, 1658, 1660, 1662, 1664, 1666, 1668, 1670, 1672, 1674, 1676, 1678, 1680, 1682, 1684, 1686, 1688, 1690, 1692, 1694, 1696, 1698, 1700, 1702, 1704, 1706, 1708, 1710, 1712, 1714, 1716, 1718, 1720, 1722, 1724, 1726, 1728, 1730, 1732, 1734, 1736, 1738, 1740, 1742, 1744, 1746, 1748, 1750, 1752, 1754, 1756, 1758, 1760, 1762, 1764, 1766, 1768, 1770, 1772, 1774, 1776, 1778, 1780, 1782, 1784, 1786, 1788, 1790, 1792, 1794, 1796, 1798, 1800, 1802, 1804, 1806, 1808, 1810, 1812, 1814, 1816, 1818, 1820, 1822, 1824, 1826, 1828, 1830, 1832, 1834, 1836, 1838, 1840, 1842, 1844, 1846, 1848, 1850, 1852, 1854, 1856, 1858, 1860, 1862, 1864, 1866, 1868, 1870, 1872, 1874, 1876, 1878, 1880, 1882, 1884, 1886, 1888, 1890, 1892, 1894, 1896, 1898, 1900, 1902, 1904, 1906, 1908, 1910, 1912, 1914, 1916, 1918, 1920, 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938, 1940, 1942, 1944, 1946, 1948, 1950, 1952, 1954, 1956, 1958, 1960, 1962, 1964, 1966, 1968, 1970, 1972, 1974, 1976, 1978, 1980, 1982, 1984, 1986, 1988, 1990, 1992, 1994, 1996, 1998, 2000, 2002, 2004, 2006, 2008, 2010, 2012, 2014, 2016, 2018, 2020, 2022, 2024, 2026, 2028, 2030, 2032, 2034, 2036, 2038, 2040, 2042, 2044, 2046, 2048, 2050, 2052, 2054, 2056, 2058, 2060, 2062, 2064, 2066, 2068, 2070, 2072, 2074, 2076, 2078, 2080, 2082, 2084, 2086, 2088, 2090, 2092, 2094, 2096, 2098, 2100, 2102, 2104, 2106, 2108, 2110, 2112, 2114, 2116, 2118, 2120, 2122, 2124, 2126, 2128, 2130, 2132, 2134, 2136, 2138, 2140, 2142, 2144, 2146, 2148, 2150, 2152, 2154, 2156, 2158, 2160, 2162, 2164, 2166, 2168, 2170, 2172, 2174, 2176, 2178, 2180, 2182, 2184, 2186, 2188, 2190, 2192, 2194, 2196, 2198, 2200, 2202, 2204, 2206, 2208, 2210, 2212, 2214, 2216, 2218, 2220, 2222, 2224, 2226, 2228, 2230, 2232, 2234, 2236, 2238, 2240, 2242, 2244, 2246, 2248, 2250, 2252, 2254, 2256, 2258, 2260, 2262, 2264, 2266, 2268, 2270, 2272, 2274, 2276, 2278, 2280, 2282, 2284, 2286, 2288, 2290, 2292, 2294, 2296, 2298, 2300, 2302, 2304, 2306, 2308, 2310, 2312, 2314, 2316, 2318, 2320, 2322, 2324, 2326, 2328, 2330, 2332, 2334, 2336, 2338, 2340, 2342, 2344, 2346, 2348, 2350, 2352, 2354, 2356, 2358, 2360, 2362, 2364, 2366, 2368, 2370, 2372, 2374, 2376, 2378, 2380, 2382, 2384, 2386, 2388, 2390, 2392, 2394, 2396, 2398, 2400, 2402, 2404, 2406, 2408, 2410, 2412, 2414, 2416, 2418, 2420, 2422, 2424, 2426, 2428, 2430, 2432, 2434, 2436, 2438, 2440, 2442, 2444, 2446, 2448, 2450, 2452, 2454, 2456, 2458, 2460, 2462, 2464, 2466, 2468, 2470, 2472, 2474, 2476, 2478, 2480, 2482, 2484, 2486, 2488, 2490, 2492, 2494, 2496, 2498, 2500, 2502, 2504, 2506, 2508, 2510, 2512, 2514, 2516, 2518, 2520, 2522, 2524, 2526, 2528, 2530, 2532, 2534, 2536, 2538, 2540, 2542, 2544, 2546, 2548, 2550, 2552, 2554, 2556, 2558, 2560, 2562, 2564, 2566, 2568, 2570, 2572, 2574, 2576, 2578, 2580, 2582, 2584, 2586, 2588, 2590, 2592, 2594, 2596, 2598, 2600, 2602, 2604, 2606, 2608, 2610, 2612, 2614, 2616, 2618, 2620, 2622, 2624, 2626, 2628, 2630, 2632, 2634, 2636, 2638, 2640, 2642, 2644, 2646, 2648, 2650, 2652, 2654, 2656, 2658, 2660, 2662, 2664, 2666, 2668, 2670, 2672, 2674, 2676, 2678, 2680, 2682, 2684, 2686, 2688, 2690, 2692, 2694, 2696, 2698, 2700, 2702, 2704, 2706, 2708, 2710, 2712, 2714, 2716, 2718, 2720, 2722, 2724, 2726, 2728, 2730, 2732, 2734, 2736, 2738, 2740, 2742, 2744, 2746, 2748, 2750, 2752, 2754, 2756, 2758, 2760, 2762, 2764, 2766, 2768, 2770, 2772, 2774, 2776, 2778, 2780, 2782, 2784, 2786, 2788, 2790, 2792, 2794, 2796, 2798, 2800, 2802, 2804, 2806, 2808, 2810, 2812, 2814, 2816, 2818, 2820, 2822, 2824, 2826, 2828, 2830, 2832, 2834, 2836, 2838, 2840, 2842, 2844, 2846, 2848, 2850, 2852, 2854, 2856, 2858, 2860, 2862, 2864, 2866, 2868, 2870, 2872, 2874, 2876, 2878, 2880, 2882, 2884, 2886, 2888, 2890, 2892, 2894, 2896, 2898, 2900, 2902, 2904, 2906, 2908, 2910, 2912, 2914, 2916, 2918, 2920, 2922, 2924, 2926, 2928, 2930, 2932, 2934, 2936, 2938, 2940, 2942, 2944, 2946, 2948, 2950, 2952, 2954, 2956, 2958, 2960, 2962, 2964, 2966, 2968, 2970, 2972, 2974, 2976, 2978, 2980, 2982, 2984, 2986, 2988, 2990, 2992, 2994, 2996, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055, 3056, 3057, 3058, 3059, 3060, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 3089, 3090, 3091, 3092, 3093, 3094, 3095, 3096, 3097, 3098, 3099, 3100, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3111, 3112, 3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149, 3150, 3151, 3152, 3153, 3154, 3155, 3156, 3157, 3158, 3159, 3160, 3161, 3162, 3163, 3164, 3165, 3166, 3167, 3168, 3169, 3170, 3171, 3172, 3173, 3174, 3175, 3176, 3177, 3178, 3179, 3180, 3181, 3182, 3183, 3184, 3185, 3186, 3187, 3188, 3189, 3190, 3191, 3192, 3193, 3194, 3195, 3196, 3197, 3198, 3199, 3200, 3201, 3202, 3203, 3204, 3205, 3206, 3207, 3208, 3209, 3210, 3211, 3212, 3213, 3214, 3215, 3216, 3217, 3218, 3219, 3220, 3221, 3222, 3223, 3224, 3225, 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3233, 3234, 3235, 3236, 3237, 3238, 3239, 3240,

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Standard Spares and Service

**B**RICKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned and overhauled Rd., Harrow, Middlesex. Tel. Gt. Grimston 1000.

**L**ANEKESTER ENG. Co. Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or order dispatched immediate;—59-43, Eden Road, Kew, Middlesex. Tel. Kew 2026.

**K**J MOTORS Ltd. have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialist for over 25 years—137-149, Widmore Rd., Bromley, Kent. Tel. Bromley 10367.

**H**ALLS (FINCHLEY), Ltd. have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard engines and fittings 1939 to 1951. Write or telephone—100-102, Finchley Road and Bexley Stockists, Arcadia Ave., Finchley, N.3. Finchley 9008-9.

## STUDEBAKER

**SIMPSON'S MOTORS** (Tel. Wembley 8691 or 5903) offer:—

**1948** Studebaker Champion (full list see "American Cars"—Simpson's Motors (Wembley) Ltd.). Tel. 7100.

**SIMPSON'S MOTORS** (Phone Wembley 8691 or 5903) offer:—

**1948** Studebaker convertible; full list see "American Cars"—Simpson's Motors (Wembley) Ltd.). Tel. 71005.

**C**HILTERN CARS, offer a 1936 (July) 26hp Dictator 80 saloon, 6,000 miles, in black with red upholstery, the coachwork and upholstery are in excellent condition and approximately 1,000 miles have been covered since a complete mechanical reconditioning was carried out. The engine runs smoothly and the tyres are almost new and extras include Motorola radio and Notes, passlight; £225. terms, exchanges—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 7548.

**S**tupebaker Cars Wanted  
**SIMPSON'S MOTORS** (WEMBLEY), Ltd. require Studebakers (1937 onwards)—Wembley 8691 or 5903.

## Sunbeam Spares and Service

**C**OMPLETE CAR SERVICE, Ltd. for personal attention to your Sunbeam—Tulse Hill 4505.

## SUNBEAM-TALBOT

**D**ICKS, 1940 Sunbeam-Talbot 2-litre sports saloon, immaculate condition, just overhauled—11a, Kilburn Maida Vale 6898-9. [2691]

**R**ROOKLANDS. • 1950 series Sunbeam-Talbot 80 saloon, speedometer reading 4,000.

**103** 1950 100bhp New Bond St., London, W.1. Mayfair 8551-6. [1940]

**C**AR MART, Ltd. 1950 Sunbeam-Talbot 80 saloon, 6,000 miles; £1,145. Car Mart, Ltd., 150, Park Lane, W.L. Grosvenor 5434. [1974]

**R**F FUGGLE, Ltd. 1950 Sunbeam-Talbot 90 saloon, one owner, low mileage; £1,125.

**1950** Sunbeam-Talbot 90 saloon, one owner, 15,000 miles; £1,125. R.F. Fuggle, Ltd., Bury Heath, Herts. Tel. 17450.

**P**ALMERS MOTORS, Ltd. 1940 Sunbeam-Talbot 100 sports saloon, excellent condition throughout; £575; exchanges and terms—55, York St., Twickenham. Paperages 1890.

**W**ARWICK WRIGHT, Ltd. offer:—

**1950** Sunbeam-Talbot 90 saloon, black, red leather, 9,000 miles; £1,150. WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1975]

**1950** Sunbeam-Talbot drop head coupe, 80, 90, 100, 105bhp, radio and heater, £1,125.

**L**WARD, T. 19, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [1976]

**S**UNBEAM-TALBOT 90 saloon, black, thoroughly tested for tax year; £550. Malden 2176. [17616]

**1950** (May) Sunbeam-Talbot coupe, 12,000 miles—Ernest Sutton, Tel. Regate 4 (trade only).

**1950** (April) Sunbeam-Talbot 80 saloon, 8,000 miles—Ernest Sutton, Tel. Regate 4 (trade only). [1978]

**C**ENTRAL GARAGE (CROYDON), Ltd. offer 1950 Sunbeam-Talbot 80, immediate; £1,075. Croydon 6474. [1974]

**1950** Sunbeam-Talbot 90 convertible coupe, black, 10,000 miles, one owner, spotless cond.; £1,220. GARAGE SERVICE Co., Hoop Lane, Golders Green, G.N.W.11. Speedwell 3406. [1925]

**1950** Sunbeam-Talbot model 80, small mileage, 10,000 miles—Leatherhead Garage, Church St., Leatherhead 3045. [1949]

**1947** Sunbeam-Talbot 2-litre sports tourer, fitted radio, heater, chromed windstone horns, etc. in excellent condition throughout; price £695. COACH & CHAUFFEUR STATION, Ltd., 247, Pall Mall, S.W.1. Tel. Pall Mall 1425 and 1987. [1970]

**1950** Sunbeam-Talbot 60 saloon, as new, one owner, 10,000 miles—Wentworth Garage, N.W.4. Tel. Wentworth 2140. [1950]

**1949** Sunbeam-Talbot 90 saloon, black with fawn leather, H.M.V. radio, carefully maintained, most attractive; £1,075. Stratford, Ltd., Bellenden Road, Stratford, E.15. Tel. Stratford 1904. [1951]

**1950** Sunbeam-Talbot 60 saloon, grey, fitted with H.M.V. push-button radio, heater, one owner since new; £1,175. S. M. Head (Sales) Ltd., Queen St., Maidenhead. Tel. Maidenhead 2441-2. [1951]

## SUNBEAM-TALBOT

**1951** Sunbeam-Talbot 2½-litre saloon, grey, 12,000 miles, immaculate condition, became covered by accident on 9.11.51; £1,250—Apply, Isaac, Connaught 1656.

**1951** Sunbeam-Talbot 20, November, 1949, 2½-litre sports saloon, gunmetal, sliding head, grey leather, radio, small mileage, exceptional condition; terms, £1,150. Tel. 7100.

**545** Sunbeam-Talbot 100, January, 1940, 2½-litre four-seater drop head coupe, gunmetal, grey leather, Windstone horns, carefully maintained, open 8-7 days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1940]

**1950** Sunbeam-Talbot 80 coupe, one owner, general mileage 6,000, colour grey, immaculate condition; £1,150. S. M. Head (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2441-2.

**£595** Dear but worth it! Sunbeam-Talbot 10hp sports saloon that literally and absolutely looks and performs like a 1948 model we recently sold for £575. Please note this is a 10hp model three times the guarantee given, purchases exchanges.

**L**AMBS OF WOOD GREEN, Finchley Showrooms, 421 High Rd., Finchley, N.12. Tel. Finchley 6221.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.

**C**AMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1947, in excellent condition, with original leather interior, maroon, genuine, his purchase exchanges.



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- VAUXHALL 14** Vauxhall 14 J-saloon, black, leather interior, one owner, perfectly maintained: £250.  
**1946** Vauxhall of CLECKHEWOOD, Ltd., 200, Cleckheaton Road, Broadway, N.W.2, Gta. 234-1584  
**1949** 1939 Vauxhall 14 de luxe saloon, excellent condition.—Autospares, 5, Balham High Rd., Balham 1509.
- 1938** Vauxhall 14 touring saloon: £275.—Carreras Garage, Albany St., (ad), Barracks, N.W.1, Tel. Euston 5507 and 1509.
- 1946** Vauxhall 14 J-type saloon (choice 2), absolute bargain: £125. A.Z. Motors, 15763, New Rd., N.W.1, 4725-55.
- 1946** Vauxhall 14 saloon, one owner: £625; terms, exchanges.—Witham Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3280-5769.
- 1947** Vauxhall 14 saloon, black, good condition: £275.—S. & J. Hunter, Ltd., 376, Kensington High St., London, W.14, Tel. Western 2512.
- 1949** Vauxhall 14 de luxe saloon, black, brown hide, all original condition, mechanically quiet, never running, exceptional model for the year 1937: £365.
- TIMMS MOTORS**, Cunliffe Rd., Upper Richmond Rd., Tel. Dulwich 3503.
- GORDON WHITE & CO. LTD.**, offer 1948 Vauxhall 14 saloon, blue with brown leather, fitted heater, 25,000 miles: £775.—Austin House, Gerrards Cross, Tel. 4165-8000.
- 1939** Vauxhall 14 saloon, black with brown interior, excellent condition: £495.—Grove Garage & Motors, 322 Fore St., Edmonton, N.W.3, Tel. 4165-8000.
- 1937** 4-seater coupe, new tyres, battery, reconditioned engine, gear box, suspension, room condition: £355.—Gledwood Gardens, Middle, 6675.
- £425** Vauxhall 14 de luxe saloon, black with brown leather upholstery, one owner, genuine 45,000 miles, terms exchanged.—G. S. Ltd., 302, King St., Tel. 4165-8000.
- 1938** Vauxhall 14hp drop head coupe, finished metallic grey with brown hide upholstery, maintained and serviced by us; just fitted with new hood, a very nice car, in first-class condition, in every respect, in original order, tyres batty and all accessories in tip-top condition, one of the most genuine pre-war Vauxhalls we have handled: £425.
- CAMDEN MOTORS**—Vauxhall 14hp touring saloon, July, 1937, 4-door 2½-litre, built-in heater, good condition, quite remarkable for pre-war car, one change of ownership only (Oct., 1939), cased work original and devoid of blemish, leather and trimmings in mint condition, engine and chassis maintained by main Vauxhall distributors since new, who fitted reconditioned engine and gear box, new suspension, etc., last November, new front disc brakes, etc., in original order, tyres batty and all accessories in tip-top condition, one of the most genuine pre-war Vauxhalls we have handled: £425.
- CAMDEN MOTORS**—Vauxhall 14hp 5-seater saloon, the popular D.X. model, 1937, an excellent runner, all new Firestone tyres, unpredictable value at £225.
- CAMDEN MOTORS**—Vauxhall 14hp 5-seater saloon, 1938, with red leather, recent £120 overhaul to engine and rear axle, car rewired throughout, specially recommended: £225.
- C. COOPER MOTORS**, Ltd., Lakes St., Leighton Buzzard, Beds. Tel. 2041. Tel. 2041.—Write for post-free catalogue of nearly 500 cars ready for purchase, all types, all makes, all models, all prices, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. Monday-Saturday.
- VAUXHALL WYVERN & VELOX**
- CAR MART, Ltd.**
- 1950** Vauxhall Velox saloon, 6,000 miles: £1,150.—Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 3343.
- PRIDE & CLARK LTD.**
- 1950** 1950 Vauxhall Wyvern saloon, black/brown leather, 12,000 miles, one owner, as new, three months' guarantee, terms, exchanges: £150.—Stockwell Rd., S.W.9, Brixton 6231.
- B. J. HUNTER, Ltd.**, offer.—
- 1949** Vauxhall Wyvern saloon, definitely unbroken: £125.
- B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, B.W.9, Tel. Gladstone 6303.
- AROLD RADFORD & CO. LTD.**
- 1949** (September) Vauxhall Velox saloon, colour grey, speedometer reading 9,757 miles, one owner, in excellent condition: £1,150.—AROLD RADFORD & CO. LTD., Melton Court, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines).
- H. A. SAUNDERS, Ltd.**, offer:—
- 1950** Vauxhall Velox saloon, grey with brown interior, heater, etc., 7,000 miles: £1,045.
- 1950** Vauxhall Velox saloon, with roof upholstery, radio, heater, etc., 8,000 miles: £1,125.
- 836** 842, High Rd., N.12, Hillside 0024.
- G. LANFIELD LAWRENCE**, offer:—
- 1949** Vauxhall Velox saloon, black, brown leather, one owner, 23,000 miles, superlatives: £407. High Rd., N.12, Finchley 0091.
- W. ARWICK WRIGHT**, Ltd. offer:—
- 1950** Vauxhall Velox saloon, black, brown leather, 8,000 miles: £1,045.
- AWARDWELL FIRM**, Ltd., 150, New Bond St., W.1, Mayfair 7961.
- MCKINNON MOTORS**, Ltd., offer:—
- 1950** (Sept.) Vauxhall Wyvern saloon, bluish grey, leather to match, 1,600 miles only, one owner, a brand new car: £1,295; six months' guarantee, cash payment: £1,000.
- MCKINNON MOTORS**, Ltd., "Lansdowne," 3, Stamford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404.
- VAUXHALL WYVERN & VELOX**
- 1950** Vauxhall Velox, finished in blue, radio, heater, immaculate: £1,025.
- CAR AUTOS**, Ltd., 136, Streatham Hill, S.W.2, Tel. Tulse Hill 3506.
- 1949** Vauxhall Velox saloon, fitted radio, heater, loose covers, 11,000 miles: £895.
- MARSHAL MOTOR CO. LTD.**, The Hyde, Edgware, Middlesex, Tel. 800-1.
- VAUXHALL Wyvern, Oct., 1950, 7,000 miles, radio heater, as new: £1,050.—Box 6704.**
- 1950** Vauxhall Wyvern saloon, perfect condition, leather upholstery, fitted radio, £1,095.
- 1949** Vauxhall Wyvern, blue cloth upholstery, presented by owner: £895.
- BAILEY & CO. LTD.**, 200, Cricklewood Broadway, N.W.2, Gta. 2334-7467.
- 1950** Vauxhall Velox saloon, finished black, with brown leather upholstery, heater, radio, 15,000 miles: £1,095.
- SHAW MOTORS**, Ltd., 606-678, Garnett Lane, London S.W.17, Wim 3031-2.
- 1950** miles only—1950 Vauxhall Wyvern saloon: £1,045.
- 1951** series Vauxhall Wyvern saloon, 200 miles: £1,045.—Smith & Hunter, Ltd., 346-352, Denman, Manchester, S.1, Tel. 4165-8000.
- 1950** Vauxhall Wyvern, exceptional condition: £955.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14, Tel. Western 2512.
- NOV. 50** Vauxhall Velox, 12,000 miles, radio and heater, as new: £955.—Blue Star Garage, Ltd., 364, Kensington High St., W.14, Western 9551.
- 2000** miles—1950 Vauxhall Velox saloon, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tel. 5696-7.
- 1949** Vauxhall Velox saloon, grey/beige leather, nominal mileage, fitted radio and heater: £825.—L. F. Dove, Ltd., Outfield Rd., Woking, Surrey.
- 1949** Wyvern saloon, black/tan, heater, moderate mileage, one owner, immaculate: £895.
- H. A. SAUNDERS, LTD.**, 144, Golders Green Rd., N.W.11, Grosvenor 0011.
- (November) Vauxhall Velox, black, brown leather, 10,000 miles: £1,050.—Vandellies (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3, Tel. Primrose 541-5420.
- 1949** Velox, black, known leather, radio, heater: £875.—part exchanges, deferred terms, written guarantees.—Chain Garage, Ltd., Hanger Lane, Western Avenue, Ealing, W.5, Tel. 4840-4.
- 1949** Vauxhall Velox, saloon, with brown leather, radio, heater, lamp and fog lamp, first reg'd. 1/2/48, carefully used, perfect condition: £895; any good post-war car considered in exchange.—Herbert Robinson, Ltd., Cambridge.
- VAUXHALL 16**
- £125** 1953 Vauxhall 20hp de luxe saloon reconditioned engine, another Blue Bar bargain: £895.—Bray Motors, 180-184, West End Lane, N.W.3, Tel. 4165-8000.
- VAUXHALL 15**
- 1937** Vauxhall 25, good mechanical order: £375.
- KING'S AUTOS**, 725-727, High Rd., Seven Kings, Eas. Tel. Seven Kings 3526 and 3527. Open 9 a.m. to 7.30 p.m.
- A & S LTD.**, 9, Ladbroke Grove, W.8, Tel. Grosvenor 4328.
- A & S LTD. & SAUNDERS** (100-Luminous) Providence Court, North Audley Street, Mayfair 2341.
- VAUXHALL MISCELLANEOUS**
- S** HAW & KILBURN, Ltd., for Vauxhalls.
- I**T is important that the car you purchase is in excellent condition throughout.
- S** ELECTION of such modern Vauxhalls at 4-6, Berkeley Sq., W.1, Grosvenor 4328.
- HAMILTON MOTORS**, Ltd., 200, Paddington 0022 (12 lines) Vauxhall main dealers.
- 1938** Vauxhall 14 saloon, black, brown leather upholstery, interior very clean, body condition very good, fitted heater and fog lamp: £395.
- 1948** Vauxhall 14 saloon, black, blue leather upholstery, radio, lamp and radio fitted, low mileage tyres good all round: £795.
- 1940** (March) Vauxhall 14 saloon, black, blue leather upholstery, front headlining just renewed, mechanically sound and roadworthy, 4 new tyres, body condition good: £475.
- A. L. HILL**, 12, Grosvenor Place, for used Vauxhalls in stock; including latest models: £395.
- VAUXHALL**, and other makes of used cars in good condition, to your requirements: Tel. Unibond 737.—Gregory's of Cambridge.
- GRAHAM BROTHERS (MOTORS) LTD.**, main dealers, 7-11, New Petergate, York. Tel. 2222-3. (7079) always have a fine selection of post-war Vauxhall models carrying full warranty, your inspection invited.
- Vauxhall Cars Wanted**
- C** M THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1, Grosvenor 3343.
- S** HAW & KILBURN, Ltd., Vauxhall main dealers.
- W** WILL purchase modern Vauxhall cars.
- 4**-6 Berkeley Sq., W.1, Grosvenor 4328.
- A** LMOST new Vauxhall required: cash payment: £1,000.
- M** ORLEY, 54, Streatham Hill, S.W.2, Tulse Hill 0043.
- R** OWLAND SMITH, Ltd., the Vauxhall buyers—Hampstead High St. (Hampton Tube), Han. 9041. (0994 289-290).
- VELOX** and cash wanted for Rover P4.—Knowles, paddock Brow, Boars Hill, Oxford.
- V** AUXHALL 14 saloon, black, 1950, 12,000 miles, radio, heater, £1,025.
- SIMPSON'S MOTORS** (WEMBLEY), Ltd., require 8 new, post-war Vauxhalls car required.—Fortune, 5, Grove Court, Kingston Hill, Surrey. Tulse Hill 0076.
- Vauxhall Cars Wanted**
- R** OWLAND SMITH, Ltd., the Vauxhall buyers—Hampstead High St. (Hampton Tube), Han. 9041. (0994 289-290).
- V** AUXHALL 14 saloon, black, 1950, 12,000 miles, radio, heater, £1,025.
- S** IMPSON'S MOTORS (WEMBLEY), Ltd., require 8 new, post-war Vauxhalls car required.—Fortune, 5, Grove Court, Kingston Hill, Surrey. Tulse Hill 0076.
- R** ALINGTON MOTOR CO. LTD., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760.
- C** ARLTON buyers of low-mileage Wyvern and Vauxhall cars—no object.—Hartons, Love St., Southport, Tel. 2268.
- M** ODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted: write or call Gorham's Garage, Ltd., 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 1530, 1532, 1534, 1536, 1538, 1540, 1542, 1544, 1546, 1548, 1550, 1552, 1554, 1556, 1558, 1560, 1562, 1564, 1566, 1568, 1570, 1572, 1574, 1576, 1578, 1580, 1582, 1584, 1586, 1588, 1590, 1592, 1594, 1596, 1598, 1600, 1602, 1604, 1606, 1608, 1610, 1612, 1614, 1616, 1618, 1620, 1622, 1624, 1626, 1628, 1630, 1632, 1634, 1636, 1638, 1640, 1642, 1644, 1646, 1648, 1650, 1652, 1654, 1656, 1658, 1660, 1662, 1664, 1666, 1668, 1670, 1672, 1674, 1676, 1678, 1680, 1682, 1684, 1686, 1688, 1690, 1692, 1694, 1696, 1698, 1700, 1702, 1704, 1706, 1708, 1710, 1712, 1714, 1716, 1718, 1720, 1722, 1724, 1726, 1728, 1730, 1732, 1734, 1736, 1738, 1740, 1742, 1744, 1746, 1748, 1750, 1752, 1754, 1756, 1758, 1760, 1762, 1764, 1766, 1768, 1770, 1772, 1774, 1776, 1778, 1780, 1782, 1784, 1786, 1788, 1790, 1792, 1794, 1796, 1798, 1800, 1802, 1804, 1806, 1808, 1810, 1812, 1814, 1816, 1818, 1820, 1822, 1824, 1826, 1828, 1830, 1832, 1834, 1836, 1838, 1840, 1842, 1844, 1846, 1848, 1850, 1852, 1854, 1856, 1858, 1860, 1862, 1864, 1866, 1868, 1870, 1872, 1874, 1876, 1878, 1880, 1882, 1884, 1886, 1888, 1890, 1892, 1894, 1896, 1898, 1900, 1902, 1904, 1906, 1908, 1910, 1912, 1914, 1916, 1918, 1920, 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938, 1940, 1942, 1944, 1946, 1948, 1950, 1952, 1954, 1956, 1958, 1960, 1962, 1964, 1966, 1968, 1970, 1972, 1974, 1976, 1978, 1980, 1982, 1984, 1986, 1988, 1990, 1992, 1994, 1996, 1998, 2000, 2002, 2004, 2006, 2008, 2010, 2012, 2014, 2016, 2018, 2020, 2022, 2024, 2026, 2028, 2030, 2032, 2034, 2036, 2038, 2040, 2042, 2044, 2046, 2048, 2050, 2052, 2054, 2056, 2058, 2060, 2062, 2064, 2066, 2068, 2070, 2072, 2074, 2076, 2078, 2080, 2082, 2084, 2086, 2088, 2090, 2092, 2094, 2096, 2098, 2100, 2102, 2104, 2106, 2108, 2110, 2112, 2114, 2116, 2118, 2120, 2122, 2124, 2126, 2128, 2130, 2132, 2134, 2136, 2138, 2140, 2142, 2144, 2146, 2148, 2150, 2152, 2154, 2156, 2158, 2160, 2162, 2164, 2166, 2168, 2170, 2172, 2174, 2176, 2178, 2180, 2182, 2184, 2186, 2188, 2190, 2192, 2194, 2196, 2198, 2200, 2202, 2204, 2206, 2208, 2210, 2212, 2214, 2216, 2218, 2220, 2222, 2224, 2226, 2228, 2230, 2232, 2234, 2236, 2238, 2240, 2242, 2244, 2246, 2248, 2250, 2252, 2254, 2256, 2258, 2260, 2262, 2264, 2266, 2268, 2270, 2272, 2274, 2276, 2278, 2280, 2282, 2284, 2286, 2288, 2290, 2292, 2294, 2296, 2298, 2300, 2302, 2304, 2306, 2308, 2310, 2312, 2314, 2316, 2318, 2320, 2322, 2324, 2326, 2328, 2330, 2332, 2334, 2336, 2338, 2340, 2342, 2344, 2346, 2348, 2350, 2352, 2354, 2356, 2358, 2360, 2362, 2364, 2366, 2368, 2370, 2372, 2374, 2376, 2378, 2380, 2382, 2384, 2386, 2388, 2390, 2392, 2394, 2396, 2398, 2400, 2402, 2404, 2406, 2408, 2410, 2412, 2414, 2416, 2418, 2420, 2422, 2424, 2426, 2428, 2430, 2432, 2434, 2436, 2438, 2440, 2442, 2444, 2446, 2448, 2450, 2452, 2454, 2456, 2458, 2460, 2462, 2464, 2466, 2468, 2470, 2472, 2474, 2476, 2478, 2480, 2482, 2484, 2486, 2488, 2490, 2492, 2494, 2496, 2498, 2500, 2502, 2504, 2506, 2508, 2510, 2512, 2514, 2516, 2518, 2520, 2522, 2524, 2526, 2528, 2530, 2532, 2534, 2536, 2538, 2540, 2542, 2544, 2546, 2548, 2550, 2552, 2554, 2556, 2558, 2560, 2562, 2564, 2566, 2568, 2570, 2572, 2574, 2576, 2578, 2580, 2582, 2584, 2586, 2588, 2590, 2592, 2594, 2596, 2598, 2600, 2602, 2604, 2606, 2608, 2610, 2612, 2614, 2616, 2618, 2620, 2622, 2624, 2626, 2628, 2630, 2632, 2634, 2636, 2638, 2640, 2642, 2644, 2646, 2648, 2650, 2652, 2654, 2656, 2658, 2660, 2662, 2664, 2666, 2668, 2670, 2672, 2674, 2676, 2678, 2680, 2682, 2684, 2686, 2688, 2690, 2692, 2694, 2696, 2698, 2700, 2702, 2704, 2706, 2708, 2710, 2712

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## WOLSELEY

**E**USTACE WATKINS, Ltd., the London Wolseley distributor and official service station, offer the finest facilities when selling used cars.

**1950** Wolseley 6/80 saloon, black, 11,000 miles.

**1950** Wolseley 4/50 saloon, black, 8,500 miles, one owner.

A £50 1949 model in stock.

**1948** Wolseley 13hp saloon, black, brown upholstered, 10,000 miles. One owner.

**L**OW mileage Wolseleys are seen; should your model not be in stock put your name on our used cars register for early notification.

**RAYMOND WAY**, Canterbury Rd., 12, Berkeley St., W.1 (Mayfair 5951), and 12 Cheviot Manor St., S.W.3 (Finsbury 5811).

(6208)

**RAYMOND WAY.**

**RAYMOND WAY** of Kilburn.

**RAYMOND WAY**, the hire purchase specialists.

**1940** Wolseley 13hp drop head four-seater, new hood fitted, sound mechanically, a fine example of this make of car. £295.

**H**IRE PURCHASE terms to suit with no references, no formalities or guarantees; top price in part exchange on your present motor cycle or car; unique 100% money guarantee; always 200 cars under £300 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line). Tel. 7665.

**H. A. SAUNDERS, Ltd.**

Wolseley 6-80, 10,000 miles.

**1950** Wolseley 4-50, 12,000 miles—Radlett, Herts. Tel. Radlett 6167 and 5949.

**C & S. MOTORS**, offer—

**£55** deposit or £10 cash security issues 1951 Wolseley 12

—Maida Vale 6044 connecting all branches and departments (Gladstone Hill, Neasden, Gladstone 552-5). Tel. 7416.

**GUY ALFREDS & Co. offer:**

**1939** Wolseley 10 sun saloon, black, brakes recently overhauled, 10,000 miles, type tested, same day delivery order; £475—6-7, Warren St., W.1. Euston 2268-5, 5511.

**B. J. HUNTER, Ltd. offer:**

**1948** Wolseley 13hp saloon, 4-door de luxe model.

**A725**—J. H. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6305. (4928)

**PHILIP RICKARD, Ltd. offer:**

**1950** Wolseley 6-80 black-brown, 584 miles—4.

Brick St., Park Lane, London, W.1. Grosvenor 4778-5.

**1938** GOLLY'S GARAGE, East Court Rd., S.W.5. Tel. 5908.

**M**EDEBES & MEDEBES, Ltd. (1943), offer—

**1936** Wolseley 13hp de luxe saloon, 4-door, black, leather upholstery, 10,000 miles, very clean wheels, excellent throughout, above average. £325.

—The Broadway, Mill Hill, N.W.7. Tel. MIL 2080. (7618)

**1939** Wolseley 14 saloon, excellent condition.

**MAYFAIR CARRIAGE CO. Ltd.**, The Hyde, Edgware Rd., N.W.9. Col. 8032. (7669)

**1949** Wolseley 6-80, one owner, 17,000 miles, very clean car.

**L**ONDON W.1. Hanover Court Yard, Hanover St., London W.1. Tel. Mayfair 0146.

**GORDON CARS (LONDON), Ltd.**, 1950 Wolseley 4-50

saloon, £1,195. Gordon House, 373, Euston Rd., London, N.W.1. (7656)

**1946** Wolseley 18, black, brown leather, immaculate condition, one owner. £695.

**CRES AUTOS Ltd.**, 176, Streatham Hill, London S.W.12. Tel. Fulham 1191. (7717)

**WOLSELEY 25hp** saloon, 1950, 6,000 miles, o/rhd, sp. on. £225. Barnsley 57-57, Hillside Rd., N.I.S.

**1950** (Oct.) Wolseley 6-80, 6,700 miles.—Ernest Sutton, Sutton, Rothesay 4 (trade only). Tel. 7298.

**B**EARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 5548.

**1950** model Wolseley 6-80 for sale, private owner, carefully maintained; offers over £1,200. Tel. 6674.

**F. DOVE** offer 1939 Wolseley 10 saloon, £100.

L. av. £175—69, Broadway, Wimborne, S.O. (7679)

**WOLSELEY 12-48** saloon, 1948, good condition; £575.

**W**olseley 8 saloon, in fine condition; £595.

Tel. 4464. (16765)

**1940** Wolseley 10 de luxe saloon, black, Ace wheel discs, moderate mileage, exceptionally good. £495—500.

**1946** (Nov.) Wolseley 10 de luxe saloon, black, low mileage, lovely condition; £385—438. Kings St., Hammarthill, Riverside 2537-5. (7676)

**1950** Wolseley 4/50 saloon, finished in black, one owner, beautiful condition throughout; £1,025.

**A**CRE'S Autos Ltd., 136, Streatham Hill, London S.W.2. Tel. Tulse Hill 1901. (7716)

**1939** Wolseley 10 sun, black with brown leather, good appearance; £335. Dobson's Motors, Bogn. Tel. 558. (7165)

**1938** Wolseley 25 de luxe saloon, £10 tax, excellent condition, £100. Tel. 1519. (7735)

**WOLSELEY**  
1940 Wolseley 14 saloon, black with brown leather upholstery, reconditioned engine, exceptional condition throughout; £550.

**J. NORTH**, CHURCHILL MOTORS, 415, Holloway Rd., N.7. North 2441.

**1939** Wolseley 14 saloon, black, excellent condition throughout; £550. Wembley Court Motors, High Rd., Watford, Herts. Tel. Watford 2666.

**1939** Wolseley 25 sin., very fine condition; £490. Smith & Hunter, Ltd., 276, Kensington High St., London, W.14. Tel. Western 2312.

**C. S. MOTORS LTD.**, 1950, 1939 Wolseley 14 saloon, black, leather upholstery throughout; £550. Warren St., W.1. Euston 4110. (12839)

**300** miles only, 1951 model, £6.90 Wolseley saloon, new condition throughout.—Sidney Marcus Ltd., 33 Sloane St., S.W.1. Tel. Sloane 5557-670.

**1947** Wolseley 13hp saloon, black, brown leather, 10,000 miles, £295. Royton Motor, Ltd., Berts. Tel. 2148.

**1946** example, £250. Radio, written guarantee; £755—London Car, 292-6, Greenford Rd., Greenford, Middlesex. (17437)

**695** gns.—Wolseley 16, February 1946, de luxe 4-door saloon, black, sliding head, brown leather, carpeted floor, good condition; terms, exchanges, Rowland Smith, below.

**395** gns.—Wolseley Super Six, 1938, 25bhp Series III saloon, black, leather upholstery, £649.95. Tel. 264-6, Streatham 2638.

**145** gns.—Wolseley Hornet, 1948, 25bhp, well-maintained, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black with brown leather upholstery, one owner, very low mileage, in exceptional condition; terms, exchanges.—O. S. Hall, 308, King's Rd., Chelsea 2681.

**810** gns.—1946 (November) Wolseley 18-85 de luxe 8-8 sun saloon, black, leather upholstery, superb condition; £285 deposit. George Clarke Motors, Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. (7321)

**1937** Wolseley 25, leather upholstery, clean, very good condition, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**1937** Wolseley 25 de luxe saloon, black, leather upholstery, one owner, very low mileage, £145. Tel. 264-6.

**193**



## NEW AND USED CARAVANS, TRAILERS, ETC.

## SECOND-HAND CARAVANS

THIS week's special bargains.

**1948** Berkeley Baronet luxury 4-berth, completely renovated and in perfect condition throughout, fitted carpet, cost about £1,200; unrepeatable bargain. Tel. 1900 or 1284.

**1950** Berkeley Courier, fully equipped for living; £395.

**1951** Berkeley Courier de luxe, as new in every way; £430.

**1951** Marston Investor, slightly used, fully equipped; £300.

A LSO several 1951-52 demonstration models of 201 and 221 twin caravan units at greatly reduced prices, and many other models of all makes including Berkeley, Fairbairn, Fairline, Bantam, Sprite, Lyndhurst, Terracraft, Countess, Marston and many others. CHRISTIE CARAVANS LTD., 19, High St., Preston, Lancs. Tel. Butterwick 203. (1952)

## CARAVANS FOR HIRE

SOUTH Cornwall 4-berth caravans, three localities s.a.s.—Teignmouth, Trellech, Fowey. (1952)

**MORILE** 1951-52 caravans for hire, large choice, up to six berths.—Sparrow, "Framley," Ongar Rd., Dunmow. (1952)

**SUPERB** self-drive motor caravan for hire, every refinement for a happy go-as-you-please holiday. Tel. New Cross 1054 (London). (1953)

## CARAVANS FOR HIRE

HIGH-CLASS mobile caravans hire fleet, latest models. Professional service.—Stroh, Penravine House, Westfield, Bishop's Cleeve. Tel. 1900 or 1284.

**D.E. LUKE** hire fleet for touring, reasonable rates. Kent Caravan Distributors, Lingmoor Works, Barnet By-pass, Elstree, Herts. (1952)

**E.LOTT** mobile caravans for hire, British Ltd., Barnet By-pass, Elstree (1163 and 1364) and "Court Barnet," Canterbury Rd., Birchington-on-Sea, Thanet. (1952)

## CARAVAN AND CAMPING SITES

E. BREWER'S mobile caravans sites—London Caravan Co., Barnet By-pass, Elstree (1163 and 1364) and "Court Barnet," Canterbury Rd., Birchington-on-Sea, Thanet. (1952)

**YOU** caravan see Elmburgh Caravan Park until you get there, quiet seclusion, trees, a cornfield and a stream, excellent, touring; a.s.e. quotes; modern amenities, three vans, etc.—Moore, Elmburgh church Cliffs, Isle of Sheppey. (1952)

K. MARGATE, Herne Bay, Whitstable, Peasmarsh, Ramsgate, Margate, Deal, Folkestone, Ashford, Canterbury, Dartford, Elham, Gillingham, Sittingbourne, Wards Hillborough, Herne Bay. Tel. 1900 or 1284. (1952)

## CARAVAN EQUIPMENT

WORTH caravan and trailer chassis undercarriages, jockey wheels and all components; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. (1952)

## CARAVAN EQUIPMENT

HOLDER-GRAISELEY caravan chassis, axles, ball joint couplings, jockey wheels, etc., complete design and super quality. Tel. 1900 or 1284.

**DE WOLVERHAMPTON** Rd., Heath Town, Wolverhampton. (1952)

**WINDOWS** lightweight frames in polished alloy and standard sizes; all types of glass; all fittings and accessories; enquiries to manufacturers. The British Steel Frame Co. Ltd., 193, Cambridge Heath Rd., London, E.C. (1952)

## CARAVAN ACCESSORIES

CAR makers approve Witter towline brackets.—Witter, 134, Foregate St., Chester. (1952)

## TRAILERS

P.RATT trailers, 2 to 10 tons carrying capacity for touring, camping, farming, boating, etc.—P.Ratt Engineering Co., Northallerton, Yorks. (1952)

L. CONNELL LTD., 193, Cambridge Heath Rd., London, E.C. (1952)

**THAKERS** trailers available for hire.—Jarvis & Sons Ltd., Morris House, 193, Cambridge Heath Rd., London, E.C. (1952)

## CARAVAN JOURNAL

If as a motorist you value "The Autocar," then as a caravaner you want "The Caravan." For 1952 the quality of writing, the range of subjects and notices, the original and digest caravan magazine, expert and enjoyable; 3d monthly from your newsagent or by post £1 a year from—A. G. Burt Publishers, 24 Shore St., London, W.C. (1952)

## NEW CARS FOR SALE

## A.G.

**AUTOWORK** (WINCHESTER), Ltd.—Winchester, Hampshire distributors for A.C. cars; reasonable delivery. (1952)

## ALLARD

**A. RTHUR E. GOULD**, Ltd., 298-302, Regent St., W.I.; 1948-49. Meard St., Soho, W.I. (1952)

**MAIN** distributors for all Allard models.

PHONE or write for details or demonstration. (1952)

**FULL** particulars of all Allard models can be obtained from Allard Motor Co., Ltd., 24-28, Clapham High St., London, S.W.4. Tel. Macaulay 3201. (1952)

## ALVIS

**SCOTLAND**. ALVIS sales, spares and service. (1952)

**JAMES H. GALT**, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, G.3. Tel. Douglas 7598. (1952)

**CHARLES POLLITT**, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

**SERVICE**: Bertram's Yard, off Elgin Avenue, W.2. Tel. Cunningham 5936-7-8. (1952)

**MANCHESTER**—Alvis main agents; sales and service.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane, Mcr., 19, Tel. 7748. (1952)

**ARMSTRONG SIDDELEY**  
HENLY'S, Ltd., 1-5, Peter St., Manchester. Armstrong Siddeley distributors for Lancashire and part of Cheshire. Tel. 7084.

**PASS & JOYCE**, Ltd., London and district distributors for the new post-war Armstrong Siddeley car—184-188, Great Portland St., London, W.1. Museum 1000. (1952)

**ARTHUR MARTIN** HAROLD RADFORD & Co., Ltd., officially appointed Arthur Martin retailers. Sales and service at Malton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (1952)

## AUSTIN

**C**AR MART, Ltd., London Austin Distributors. Accept orders for delivery on rotation.—297, Euston Rd., N.1. (1952)

**BROWN BROTHERS** Ltd., agents for Austin cars, sales and service—133, Old Brompton Rd., S.W.7. Kensington 2468. (1952)

**L. F. DOVE**, Ltd., main dealers and vehicle distributors Austin and now for the Austin 7, 111-115, Addison Road, Croydon. Addiscombe 5066. (1952)

## BENTLEY

**CAR MART**, Ltd.

**OFFICIAL** Retailers will be pleased to accept orders for future delivery for the Bentley Mark VI. with standard equipment, cost £1,200. (1952)

**CAR-MAT**, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (1952)

**DAVID ROSENFIELD**, Ltd.

**OFFICIAL** Manchester Bentley and Rolls-Royce retailers.

**SHOWROOMS**: 76, Deansgate, Manchester.

**PHONE**: Blackfriars 4842.

**SERVICE STATION**: Chesterton Hill Rd.,

**MANCHESTER**, 8, Tel. Blackfriars 2302. (1952)

**ROSE**, Ltd., Northampton.

**OFFICIAL** Bentley retailers.

**SHOWROOMS** and service.

**MARFAIR**, Northampton. Tel. 4540. (1952)

**RHODES OF MANCHESTER** (1952)

**OFFICIAL** Bentley and Rolls-Royce retailers.

**SHOWROOM** sales and service.

**DEMONSTRATION** car available.

**WILLIAM ARNOLD**, Ltd., Upper Brook St., Man-

chester 13. Tel. Ardwick 4361. (1952)

## BENTLEY

**JACK OLDING**, of Mayfair, the official retailers, will be pleased to quote delivery on all models of Bentley and Rolls-Royce on application.—Audrey House, North Audley St., W.1. Mayfair 5242.

**ROLLS-ROYCE** Ltd., the largest Bentley and Rolls-Royce distributor of all makes. Bentley and Rolls-Royce cars fitted with special coachwork. Rolls-Royce 6340.

## BOND MINICAR

**RAYMOND WAY**, 2, Bond Street. (1952)

**RAYMOND WAY**, of all fours.

**RAYMOND WAY**, The Bond Distributor.

**1952** Bonds for early delivery, special delivery service department particularly for Bonds under chassis delivery service manager; spares for all models; free advice to all Bond enthusiasts; apply for demonstration to have a Bond Demonstrator—Kingsbridge, N.W.6. Maidstone 6044 (20 lines). (1952)

**PRIDE & CLARKE**, Ltd.,

**BOND** Minicar distributors. Immediate delivery of new and used models; cars or motor cycles exchanged—Stockwell Rd., S.W.9. Brixton 2251.

**LOXHAMS OF BLACKPOOL**, Bond Minicar manufacturers; delivery for details—W. Blackpool 7176.

**CENTRAL GARAGE** (CROYDON), Ltd., distributors of Bond Minicars for Surrey, Sussex and Kent; can offer early delivery of these remarkable light cars; full details—10, Station Road, Croydon, Surrey. (1952)

**CLAUDE RYE**, Ltd., have the 1952 Bond Minicar in stock model 2-4-litre. Delivery for details—W. Blackpool 7176.

**1952** maroon and beige trim for quick delivery—Full details—Northampton Motor Services, Ltd., Northampton. Tel. 2864. (1952)

**H.R.G.**

**HAROLD RADFORD & Co.**, Ltd., sole distributors for London and Home Counties.—Sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1952)

## DELOW

**GORDON GARAGE** (DULWICH), Ltd., Dulwich distributor for London and South-Eastern Counties. Sales and service—10, New Cross 2456. (1952)

## FORD

**A. RTHUR E. GOULD**, Ltd., 298-302, Regent St., W.1. Langham 1954-5. Service: Minerva House, Chelmsford. (1952)

## H. PEACOCK

**H. PEACOCK**, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance—211-221, Balham High Rd., S.W.13. Tel. 2111. (1952)

**FORD** Folkstone 51222 (2 lines). (1952)

## FRAZER MASH

REQUESTS for literature and information in respect of the 1952 Frazer Nash cars—Write to: Miss M. M. M. Frazer Nash, 10, Lower Brook Green, London W.12. (1952)

## HEALEY

**I**n stock for immediate delivery, brand new 1952 model 2-4-litre Healey 2-door Tickford saloon colour maroon and beige trim—Full details—W. Blackpool 7176.

## J. C. ALEXANDER

**J. C. ALEXANDER**, Ltd., 190, Benshaw, Manchester, Tel. Deansgate 4735. (1952)

## L. H. PEACOCK

**L. H. PEACOCK**, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance—211-221, Balham High Rd., S.W.13. Tel. 2111. (1952)

## M. H. RADFORD

**M. H. RADFORD** & Co., Ltd., sole distributors for London and Home Counties.—Sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1952)

## NUMBER

**BENNET** and **Humber** main dealers—Hadley Green Garage, 10, Lower Brook Green, High St., London W.12. Tel. 04122.

**FOR** delivery March-April 1952—Humber Pursuit chassis fitted to 1952 Tickford estate body—enquiries—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3335. (1952)

## JAGUAR

**HENLYS**, Ltd., ENGLAND's largest Jaguar distributors.

**EVONS** (LONDON) LTD., Piccadilly, W.1. (Grosvenor 2287.)

**HENLY** House, 555, Euston Rd., N.W.1. (Euston 4444.)

**HENCHESTER**: 1-5, Peter St., Blackfriars 7845. (1952)

**COOMBS & SONS (GUILDFORD)**, Ltd., for JAGUAR sales and service.

**AIN** agents for South-West Surrey—St. Catherine's, Ossett. Tel. Guildford 62667-8. (1952)

## JOWETT

**H. M. BENTLEY & PARTNERS**, Ltd.

**JAVELIN**, Jupiter and Bradford main agents.

**SPECIALISED** sales, service and spares available.

**9**, Albermarle St., London, W.1. Tel. Grosvenor 5551.

**SPARES** and Service, Sloane 9447. (1952)

**JOWETT** Sales and Service.

**C. CLARKE'S OF PIRIGHT**, automobile engineers—Pirbright, Surrey. Tel. Brookwood 2201-2-3. (1952)

**ARNOLDS OF MANCHESTER**.

**AM** agents for Jowett Javelin cars and Bradford vans.

**SPARES**, sales and service.

**DEMONSTRATION** car available.

**WILLIAM ARNOLD**, Ltd., Upper Brook St., Man-

chester, 13. Tel. Ardwick 4361. (1952)

**ARNOLDS RADFORD & CO.**, Ltd.,

**JAVELIN** and Bradford main agents.

**SALES** and Service.

**ARNOLDS RADFORD & CO.**, Ltd., Mellion Court, Southgate, 7, Tel. Romford 1515. COME TO THE SPECIALISTS FOR ANYTHING JOWETT.

**DEFON MOTORS**, Ltd., Barnet, Herts. Tel. Barnes 4100.

**JOWETT**—East Surrey's leading agents for Javelins and Bradford vans—Carr Bros., High St., Purley, Croydon 1212. (1952)

**JOWETT**—Bradford vans—Carr Bros., High St., Purley, Croydon 1212. (1952)

## NEW CARS FOR SALE

## JOWETT

**K**INGSTON-ON-THAMES main agents for Jowett, Javelin and Bradford vans—O. W. Wilkin, Ltd., Weston Park, Kingston 2241. Tel. (01) 570710. **J**OVENTUNES, Ltd.—For Manchester—Jowett Jefferies, Ltd., 32, Wilmslow Rd., Didsbury, Manchester 20. Tel. Did. 3446, 3546. Spares in stock. Tel. (01) 570222. **W**IMBLEDON & CO., Ltd., 16, Stamford Place, S.W.1, offer complete service and spares for Bradfords and Javelins—Services, Sloane 0511. Sale Abbey 6596. **R**ED CIRCLE, Ltd.—Main agents for Jowett, Javelin and Bradford vans—Sales, 10, Gloucester Place, W.1, offices—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tel. (01) 7553. **E**DDY'S commercial vehicle service: full stock of spares; factory-trained personnel—Eastern Motor Co., Ltd., 52, George St., Edinburgh. Tel. (0334) 2141.

## TAIGER-FRAZER

**K**AISER-FRAZER concessionaires for Great Britain—Sales, service; corps diplomatic and U.S. Service personnel supplied direct from U.S.A.—Steels, Grimsby, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. Tel. (01) 5309.

## LAGONDA

**H**W. MOTORS, Ltd.—DISTRIBUTORS for Lagonda cars; orders accepted for export—Tel. (01) 5309.

**H**AROLD RADFORD & Co., Ltd.—OFFICIALLY appointed Lagonda retailers.

**S**ALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). Tel. (01) 5923. **P**IPERSON & KIRK, Ltd.—We are officially appointed agents for Lagonda and Aston Martin cars—London Rd., Dorking 3891. Tel. (01) 5105.

## LEA-FRANCIS

**L**EA-FRANCIS DISTRIBUTORS for Berks, parts of Hants and Wilts; sales, service and spares—Tel. (01) 50456. **T**HEATON-BURKE, Ltd., The Broadway, Newbury. Tel. 1020. Tel. (01) 40456.

**C**ARDIFF—Glamorganshire, Monmouthshire distributor—Inquiries invited to—**G**LENFIELD LAWRENCE, 2-10, City Rd., Cardiff. Tel. 512-4.

**W**ESTERN Distributors of Lea-Francis cars—Marshall's (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 9044.

**J**OHNSON, ALEXANDER, Ltd.—main distributors—180, Deansgate, Manchester. Tel. 4795. **E**AST-OF-ENGLAND—Suffolk, Norfolk, Cambs, etc.—12, Works Rd., Ipswich. Tel. (01) 2391-2.

## MORGAN

**B**ASIL ROY, Ltd., Morgan distributors, orders now accepted—161, Gt. Portland St., W.1. Tel. (01) 5735.

**M**ORGAN Plus Four—Full specification on request—M. Morrisons (London), Ltd., Distributing Agents, Gt. North Rd., East Finchley, London, N.2. Tudor 2391-2.

## NASH

**N**ASH cars, sales and repairs through Nash Garage—only—Nash St., Albany 1062. Tel. (01) 5550-5.

## OLDSMOBILE

**D**ISTRIBUTORS, LTD.—Sales, Service and Spares—Blundell Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 130-1. Tel. (01) 5932.

**O**LDSMOBILE main dealers for London, Middlesex, Essex, Kent, Sussex, etc.—Blackfriars Garage, 2, Lexington St., W.1 (Germard 6600). Service Workshops and Spare Parts, 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Barstow 6626-7).

**L**ANCASHIRE and Cheshire distributors for Opel sales, service and spares—Burnage Lane, Manchester. Tel. (01) 2974-3.

**G**ROSVENOR GARAGE, Burnage Lane, Manchester. Tel. (01) 2974-3.

**P**ONTIAC, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5393.

**P**ONTIAC, U.S.R. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Faxman 7532-4.

**R**ENAULT—Distributors for Birmingham—Henry 512. Works 120, Alcester Rd., Moseley. Tel. (01) 5003-1-31. MacIntyre 13.

**M**ETROPOLIS GARAGES, Ltd., The Renault distributor for sales, service and spare parts for all makes—1-31, MacIntyre Rd., (Olympia), W.4. Tel. (01) 5385-6-7.

**R**ILEY distributors, London and district—Your enquiries invited—Montrose Motors, Wembley 2636.

**R**OLLS-ROYCE CAR MART, Ltd.

**O**FFICIAL Retailers will be pleased to accept orders for future delivery for the

**R**OLLS-ROYCE Silver Wraith with all types of coachwork—CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

**R**OSE, Ltd., Northampton. Tel. (01) 3616.

**O**FFICIAL Rolls-Royce retailers.

**S**HOWROOMS and service.

**M**AREFAIR, Northampton. Tel. 4540.

**D**AVID ROSENFIELD, Ltd.

**O**FFICIAL Manchester Rolls-Royce and

**S**HOWROOMS: 75, Deansgate, Manchester. Tel. (01) 512-4.

**S**PHONE: Blackfriars 4942.

**S**ERVICE stations: Cheadle Hill Rd.,

**M**ANCHESTER. 8, Tel. Blackfriars 2303.

**R**OVER, Bentley and Daimler.

**J**ACK OLDFIELD, of Mayfair, the official retailers, will be pleased to quote delivery of new and used Rolls-Royce and Bentley cars on application—Audley End, Essex. Tel. Audley 1-1341.

**R**IPPON BROS., Ltd., the largest Rolls-Royce and

**B**entley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork, Rolls-Royce spares—since 1905—Rippion Bros., Ltd., Huddersfield

**R**OVER, Bentley and Daimler.

**J**ACK OLDFIELD, of Mayfair, the official retailers, will be pleased to quote delivery of new and used Rolls-Royce and Bentley cars on application—Audley End, Essex. Tel. Audley 1-1341.

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

**M**AIN agents for South-West Surrey—St. Catherine's Garage, Guildford (2307-5).

**R**OVER, Bentley and Daimler.

**C**OME to the pre-war specialists for anything Rover.

**D**ERON MOTORS, Ltd., Barnet, Herts. Tel. (01) 50560.

**C**OOOMBS & SONS (GUILDFORD), Ltd., for Rover

**S**ales and service.

</

## MISCELLANEOUS ADVERTISEMENTS

## EXCHANGE

**RAYMOND WAY.** — **RAYMOND WAY,** of Kilburn.**RAYMOND WAY,** the exchange specialist.**YOUR** car taken as deposit on a motor cycle or motor cycle in part exchange for car. If the value of your vehicle is more than the deposit you require we will give you the balance for the car.**RAYMOND WAY** — Canterbury Rd., Kilburn, N.W.6. Tel. Maida 6044, connecting all branches and depots (Kilburn Park Station, Euston Road line, 1051 yards).**COWLAND SMITH** will quote for your car in part exchange; highest allowances for motor cycles and 3-wheelers, particulars and list on request.**RAYMOND WAY** — immediate delivery in approved cases, references and guarantees not essential, cash required on delivery, no credit given, 10 days' delivery, 10 days' return and Smith, Hampshire (Hampton Tube) Hamptead 1097.**ON MCKENZIES** Sale, South Manchester, will be pleased to receive particulars of your car in exchange for a modern motor vehicle or commercial van.**MCKENZIE**, Sale, Cheshire. Open week-ends. Tel. Sale 1901.

## CAR COVERS

**BALLOON** fabric car covers, approximately 16ft x 12ft, 90/-, 5-ply dinghy fabric covers, hemmed and welted, 16ft x 12ft, 47 each, nylon dust sheets, car covers, samples and prices on request; c.w.o. — H.C. Bridges, 60 Belgrave Ave. W1, Walthamstow, London E.17. Tel. Waltham 2705.

## CAR RADIO

**ADIMOBILE accredited dealers:** qualified mechanics always available for car radio repairs.**NORMAND**, Ltd., 405-9, King St., W.8. Tel. 3655. Tel. 1057.**A**LL types of car radio supplies; installed and serviced by competent radio mechanics. — The Car Mart, Ltd., Upper Montague St., London, W.I. Ambrose 1057.**SPIKES** (TWICKENHAM), Ltd., 63-101 Heath Rd., Twickenham, Tel. Popesgate 6-7-7-4. Accredited Radiomobile station; expert installations and service; trade and retail; all makes available.

## CAR RADIO

**MOTOROLA**, world's finest motor radio; sole licensees and registered users. — World Radio, Ltd., Edwards Rd., London, N.W.2. Gladesmore 4255. Tel. 0419.

## CAR WASHES

**WANTED**, second-hand late model 4100 Radiomobile.

12v, for Triumph Mayflower. — Box 6751. Tel. 17621.

## COACHBUILDERS AND BODIES

**GROUT & CO.**, COACHBUILDERS, Ltd., 2, Ifley Rd., Birmingham, 10. Tel. 2200. Specialists in coachwork, restoration, alterations, and repair, to complete or reconstruct old bodies, repairs, re-lining, or to completely rebuild vehicles. Estimates given on the spot.**COOPER MOTOR BODIES**, 253, Putney Bridge Rd. S.W.15.**OUR** stock of bodies is considerable and varied; your enquiry invited bodies bought: Cooper's patent roadster, 1930, £100; saloon, £125; open tourer, £100; etc. Tel. Putney 7348.**SEASONED** timer for sale, oak, ash, etc. — Write Coach Works, 1, Bell Rd., Walthamstow, Essex. Tel. 1761.**HOLDERS METAL WORKS** for coachwork and repairs.

239, Staines Rd., Hounslow, Middlesex. Tel. 3955.

TICKFORD, Ltd., Coachbuilders, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5336. Repairs executed of every description.

**CARLTON CARRIAGE CO.**, Ltd., for high-class repairs.

— Coachwork, 1930, £100; tourer, £125; open tourer, £100; etc. Tel. 2200.

**RONALD KENT** (COACHBUILDERS), Ltd., for prompt and courteous attention to every enquiry for motor body repairs, renovations, colouring and trimming.

— Coachwork, 1930, £100; tourer, left off front, £125; open tourer, £100; etc. Tel. 2200.

**BUCKET** seats, light steel frames, unstrung, 27.6/-.

Trimmer in brown, beige, cream, cushioned, tubular framed, superior quality, 115/-; light alloy (2lb.) unstrung, 65/-.

Dunlopillo cushion, 15in round back, double texture duck black, brown, 72in, 32.6/-, topings 36.6/-; coloured moquette and sports hooding, aluminium and chrome trim, 15in round back, 35.6/-, topings 40.6/-; alumin, 30.6/-; 200, 50.6/-, 180, 60.6/-, postage, carriage extra. — Derrington, 159-161, London Rd., Kingston-on-Thames. Tel. 5621-2.

**SHAKESPEARE**, Ltd., 55, St. Suffolk St., London, S.E.1. Tel. Waterloo 6141; and Green Lane, Aldermanbury, Tel. Wolverhampton 52006.**BALANCING**. — **LAYSTALL ENGINEERS**, Ltd., 55, St. Suffolk St., London, S.E.1. Tel. Waterloo 6141; and Green Lane, Aldermanbury, Tel. Wolverhampton 52006.**BALLBRACES**. — **CLAUDIA RYE**, Ltd., Ball Races, Boiler Thrust and Timken Races, 80,000 in stock. — 895-921, Fulham Rd., S.W.6. Renown 6174.**BATTERIES, CHARGERS, ETC.****BATTERIES** dry unused and reconditioned; built to firm positive lead acid construction.

6-volt 170 A.H. extra heavy-duty, separate cells assembled in metal cases 15 plate, weight 92lb. 47.5/-, delivery 10 days.

6-volt 120/125 A.H. heavy-duty, genuine hard rubber non-fracture cells in hardwood cases 15 plate, weight 90lb.

CAR, lorry and tractor models 6-volt, 90 A.H. in non-reverse genuine hard rubber cases, also suitable for lighting. 15 plate, weight 34lb. 45.7/-, delivery 7 days.

**TIDDINGTON ENGINEERING** Co., Ltd., 23-31, High St., Tiddington, Midas. Tel. 1144.**STARTER** batteries, new, guaranteed, 6-volt, 60-amp.

6-volt 60-amp, 60lb, 144-1 carriage type, complete inc. plates, free. — Young &amp; 32, Tooting Bee Rd., S.W.17. Balham 7791.

**BATTERY** chargers, 6-volt 25amp guaranteed, 230v, 50/60 Hz. 12-24v, 100-120v, 150-170v, 220-240v, 250-270v, 300-320v, 350-370v, 400-420v, 450-470v, 500-520v, 550-570v, 600-620v, 650-670v, 700-720v, 750-770v, 800-820v, 850-870v, 900-920v, 950-970v, 1000-1020v, 1050-1070v, 1100-1120v, 1150-1170v, 1200-1220v, 1250-1270v, 1300-1320v, 1350-1370v, 1400-1420v, 1450-1470v, 1500-1520v, 1550-1570v, 1600-1620v, 1650-1670v, 1700-1720v, 1750-1770v, 1800-1820v, 1850-1870v, 1900-1920v, 1950-1970v, 2000-2020v, 2050-2070v, 2100-2120v, 2150-2170v, 2200-2220v, 2250-2270v, 2300-2320v, 2350-2370v, 2400-2420v, 2450-2470v, 2500-2520v, 2550-2570v, 2600-2620v, 2650-2670v, 2700-2720v, 2750-2770v, 2800-2820v, 2850-2870v, 2900-2920v, 2950-2970v, 3000-3020v, 3050-3070v, 3100-3120v, 3150-3170v, 3200-3220v, 3250-3270v, 3300-3320v, 3350-3370v, 3400-3420v, 3450-3470v, 3500-3520v, 3550-3570v, 3600-3620v, 3650-3670v, 3700-3720v, 3750-3770v, 3800-3820v, 3850-3870v, 3900-3920v, 3950-3970v, 4000-4020v, 4050-4070v, 4100-4120v, 4150-4170v, 4200-4220v, 4250-4270v, 4300-4320v, 4350-4370v, 4400-4420v, 4450-4470v, 4500-4520v, 4550-4570v, 4600-4620v, 4650-4670v, 4700-4720v, 4750-4770v, 4800-4820v, 4850-4870v, 4900-4920v, 4950-4970v, 5000-5020v, 5050-5070v, 5100-5120v, 5150-5170v, 5200-5220v, 5250-5270v, 5300-5320v, 5350-5370v, 5400-5420v, 5450-5470v, 5500-5520v, 5550-5570v, 5600-5620v, 5650-5670v, 5700-5720v, 5750-5770v, 5800-5820v, 5850-5870v, 5900-5920v, 5950-5970v, 6000-6020v, 6050-6070v, 6100-6120v, 6150-6170v, 6200-6220v, 6250-6270v, 6300-6320v, 6350-6370v, 6400-6420v, 6450-6470v, 6500-6520v, 6550-6570v, 6600-6620v, 6650-6670v, 6700-6720v, 6750-6770v, 6800-6820v, 6850-6870v, 6900-6920v, 6950-6970v, 7000-7020v, 7050-7070v, 7100-7120v, 7150-7170v, 7200-7220v, 7250-7270v, 7300-7320v, 7350-7370v, 7400-7420v, 7450-7470v, 7500-7520v, 7550-7570v, 7600-7620v, 7650-7670v, 7700-7720v, 7750-7770v, 7800-7820v, 7850-7870v, 7900-7920v, 7950-7970v, 8000-8020v, 8050-8070v, 8100-8120v, 8150-8170v, 8200-8220v, 8250-8270v, 8300-8320v, 8350-8370v, 8400-8420v, 8450-8470v, 8500-8520v, 8550-8570v, 8600-8620v, 8650-8670v, 8700-8720v, 8750-8770v, 8800-8820v, 8850-8870v, 8900-8920v, 8950-8970v, 9000-9020v, 9050-9070v, 9100-9120v, 9150-9170v, 9200-9220v, 9250-9270v, 9300-9320v, 9350-9370v, 9400-9420v, 9450-9470v, 9500-9520v, 9550-9570v, 9600-9620v, 9650-9670v, 9700-9720v, 9750-9770v, 9800-9820v, 9850-9870v, 9900-9920v, 9950-9970v, 10000-10020v, 10050-10070v, 10100-10120v, 10150-10170v, 10200-10220v, 10250-10270v, 10300-10320v, 10350-10370v, 10400-10420v, 10450-10470v, 10500-10520v, 10550-10570v, 10600-10620v, 10650-10670v, 10700-10720v, 10750-10770v, 10800-10820v, 10850-10870v, 10900-10920v, 10950-10970v, 11000-11020v, 11050-11070v, 11100-11120v, 11150-11170v, 11200-11220v, 11250-11270v, 11300-11320v, 11350-11370v, 11400-11420v, 11450-11470v, 11500-11520v, 11550-11570v, 11600-11620v, 11650-11670v, 11700-11720v, 11750-11770v, 11800-11820v, 11850-11870v, 11900-11920v, 11950-11970v, 12000-12020v, 12050-12070v, 12100-12120v, 12150-12170v, 12200-12220v, 12250-12270v, 12300-12320v, 12350-12370v, 12400-12420v, 12450-12470v, 12500-12520v, 12550-12570v, 12600-12620v, 12650-12670v, 12700-12720v, 12750-12770v, 12800-12820v, 12850-12870v, 12900-12920v, 12950-12970v, 13000-13020v, 13050-13070v, 13100-13120v, 13150-13170v, 13200-13220v, 13250-13270v, 13300-13320v, 13350-13370v, 13400-13420v, 13450-13470v, 13500-13520v, 13550-13570v, 13600-13620v, 13650-13670v, 13700-13720v, 13750-13770v, 13800-13820v, 13850-13870v, 13900-13920v, 13950-13970v, 14000-14020v, 14050-14070v, 14100-14120v, 14150-14170v, 14200-14220v, 14250-14270v, 14300-14320v, 14350-14370v, 14400-14420v, 14450-14470v, 14500-14520v, 14550-14570v, 14600-14620v, 14650-14670v, 14700-14720v, 14750-14770v, 14800-14820v, 14850-14870v, 14900-14920v, 14950-14970v, 15000-15020v, 15050-15070v, 15100-15120v, 15150-15170v, 15200-15220v, 15250-15270v, 15300-15320v, 15350-15370v, 15400-15420v, 15450-15470v, 15500-15520v, 15550-15570v, 15600-15620v, 15650-15670v, 15700-15720v, 15750-15770v, 15800-15820v, 15850-15870v, 15900-15920v, 15950-15970v, 16000-16020v, 16050-16070v, 16100-16120v, 16150-16170v, 16200-16220v, 16250-16270v, 16300-16320v, 16350-16370v, 16400-16420v, 16450-16470v, 16500-16520v, 16550-16570v, 16600-16620v, 16650-16670v, 16700-16720v, 16750-16770v, 16800-16820v, 16850-16870v, 16900-16920v, 16950-16970v, 17000-17020v, 17050-17070v, 17100-17120v, 17150-17170v, 17200-17220v, 17250-17270v, 17300-17320v, 17350-17370v, 17400-17420v, 17450-17470v, 17500-17520v, 17550-17570v, 17600-17620v, 17650-17670v, 17700-17720v, 17750-17770v, 17800-17820v, 17850-17870v, 17900-17920v, 17950-17970v, 18000-18020v, 18050-18070v, 18100-18120v, 18150-18170v, 18200-18220v, 18250-18270v, 18300-18320v, 18350-18370v, 18400-18420v, 18450-18470v, 18500-18520v, 18550-18570v, 18600-18620v, 18650-18670v, 18700-18720v, 18750-18770v, 18800-18820v, 18850-18870v, 18900-18920v, 18950-18970v, 19000-19020v, 19050-19070v, 19100-19120v, 19150-19170v, 19200-19220v, 19250-19270v, 19300-19320v, 19350-19370v, 19400-19420v, 19450-19470v, 19500-19520v, 19550-19570v, 19600-19620v, 19650-19670v, 19700-19720v, 19750-19770v, 19800-19820v, 19850-19870v, 19900-19920v, 19950-19970v, 20000-20020v, 20050-20070v, 20100-20120v, 20150-20170v, 20200-20220v, 20250-20270v, 20300-20320v, 20350-20370v, 20400-20420v, 20450-20470v, 20500-20520v, 20550-20570v, 20600-20620v, 20650-20670v, 20700-20720v, 20750-20770v, 20800-20820v, 20850-20870v, 20900-20920v, 20950-20970v, 21000-21020v, 21050-21070v, 21100-21120v, 21150-21170v, 21200-21220v, 21250-21270v, 21300-21320v, 21350-21370v, 21400-21420v, 21450-21470v, 21500-21520v, 21550-21570v, 21600-21620v, 21650-21670v, 21700-21720v, 21750-21770v, 21800-21820v, 21850-21870v, 21900-21920v, 21950-21970v, 22000-22020v, 22050-22070v, 22100-22120v, 22150-22170v, 22200-22220v, 22250-22270v, 22300-22320v, 22350-22370v, 22400-22420v, 22450-22470v, 22500-22520v, 22550-22570v, 22600-22620v, 22650-22670v, 22700-22720v, 22750-22770v, 22800-22820v, 22850-22870v, 22900-22920v, 22950-22970v, 23000-23020v, 23050-23070v, 23100-23120v, 23150-23170v, 23200-23220v, 23250-23270v, 23300-23320v, 23350-23370v, 23400-23420v, 23450-23470v, 23500-23520v, 23550-23570v, 23600-23620v, 23650-23670v, 23700-23720v, 23750-23770v, 23800-23820v, 23850-23870v, 23900-23920v, 23950-23970v, 24000-24020v, 24050-24070v, 24100-24120v, 24150-24170v, 24200-24220v, 24250-24270v, 24300-24320v, 24350-24370v, 24400-24420v, 24450-24470v, 24500-24520v, 24550-24570v, 24600-24620v, 24650-24670v, 24700-24720v, 24750-24770v, 24800-24820v, 24850-24870v, 24900-24920v, 24950-24970v, 25000-25020v, 25050-25070v, 25100-25120v, 25150-25170v, 25200-25220v, 25250-25270v, 25300-25320v, 25350-25370v, 25400-25420v, 25450-25470v, 25500-25520v, 25550-25570v, 25600-25620v, 25650-25670v, 25700-25720v, 25750-25770v, 25800-25820v, 25850-25870v, 25900-25920v, 25950-25970v, 26000-26020v, 26050-26070v, 26100-26120v, 26150-26170v, 26200-26220v, 26250-26270v, 26300-26320v, 26350-26370v, 26400-26420v, 26450-26470v, 26500-26520v, 26550-26570v, 26600-26620v, 26650-26670v, 26700-26720v, 26750-26770v, 26800-26820v, 26850-26870v, 26900-26920v, 26950-26970v, 27000-27020v, 27050-27070v, 27100-27120v, 27150-27170v, 27200-27220v, 27250-27270v, 27300-27320v, 27350-27370v, 27400-27420v, 27450-27470v, 27500-27520v, 27550-27570v, 27600-27620v, 27650-27670v, 27700-27720v, 27750-27770v, 27800-27820v, 27850-27870v, 27900-27920v, 27950-27970v, 28000-28020v, 28050-28070v, 28100-28120v, 28150-28170v, 28200-28220v, 28250-28270v, 28300-28320v, 28350-28370v, 28400-28420v, 28450-28470v, 28500-28520v, 28550-28570v, 28600-28620v, 28650-28670v, 28700-28720v, 28750-28770v, 28800-28820v, 28850-28870v, 28900-28920v, 28950-28970v, 29000-29020v, 29050-29070v, 29100-29120v, 29150-29170v, 29200-29220v, 29250-29270v, 29300-29320v, 29350-29370v, 29400-29420v, 29450-29470v, 29500-29520v, 29550-29570v, 29600-29620v, 29650-29670v, 29700-29720v, 29750-29770v, 29800-29820v, 29850-29870v, 29900-29920v, 29950-29970v, 30000-30020v, 30050-30070v, 30100-30120v, 30150-30170v, 30200-30220v, 30250-30270v, 30300-30320v, 30350-30370v, 30400-30420v, 30450-30470v, 30500-30520v, 30550-30570v, 30600-30620v, 30650-30670v, 30700-30720v, 30750-30770v, 30800-30820v, 30850-30870v, 30900-30920v, 30950-30970v, 31000-31020v, 31050-31070v, 31100-31120v, 31150-31170v, 31200-31220v, 31250-31270v, 31300-31320v, 31350-31370v, 31400-31420v, 31450-31470v, 31500-31520v, 31550-31570v, 31600-31620v, 31650-31670v, 31700-31720v, 31750-31770v, 31800-31820v, 31850-31870v, 31900-31920v, 31950-31970v, 32000-32020v, 32050-32070v, 32100-32120v, 32150-32170v, 32200-32220v, 32250-32270v, 32300-32320v, 32350-32370v, 32400-32420v, 32450-32470v, 32500-32520v, 32550-32570v, 32600-32620v, 32650-32670v, 32700-32720v, 32750-32770v, 32800-32820v, 32850-32870v, 32900-32920v, 32950-32970v, 33000-33020v, 33050-33070v, 33100-33120v, 33150-33170v, 33200-33220v, 33250-33270v, 33300-33320v, 33350-33370v, 33400-33420v, 33450-33470v, 33500-33520v, 33550-33570v, 33600-33620v, 33650-33670v, 33700-33720v, 33750-33770v







## BUSINESS AND PROPERTY, SITUATIONS, BOOKS

**Business and Property Wanted**  
PETROL filling station wanted with accom., southern Tunbridge Wells area—full particulars.—Rev. E. Queen, 14295.

**R**EQUIRED between London and the Sussex Coast; garage parts for British concern. Details to G. A. G. Gladding, 59a & 61a, Pavilion Buildings, Brighton. Usual commission required.

**SITUATIONS VACANT**

**C**AR salesman required immediately, knowledge of trade Seven Eleven.—Apply Kings Auto., 723-7, High St., 17145.

**M**OTOR sales representative with sound knowledge of Ford used vehicles required by long established Essex Ford main distributor.

**A**gent wanted, handwriting giving age and full particulars essential.—Box 6484.

**W**ANTED, good motor mechanics, permanent job. The Repair Garage, Ltd., Bell St., Reigate.

**M**OTOR salesman required with recent experience of first-class motor trade.—Great Western Motors, Bishop's Bridge Rd., Ambrosden, 1051. 17346.

**M**OTOR showroom attendant required with mechanical knowledge and driving experience.—Great Western Motors, Bishop's Bridge Rd., Ambrosden, 1051. 17347.

**M**OTOR fitter required, commercial vehicle experience, desire for overtime minimum amount of skilled men, permanently with reasonable amount of overtime. Croydon district.—Box 6597.

**S**ECRETARY/RECEPTIONIST required with experience of factory or motor trade and shorthand typist, male or female.—Great Western Motors, Bishop's Bridge Rd., Ambrosden 1051.

**F**OREMAN mechanic required immediately, must be fully qualified, agency Standard Jacuzzi, Ltd., 17620.

**M**OTOR mechanic—Permanent appointment for skilled man, experienced in car repairs, overhauls and maintenance. Old-established firm, S. W. London, good prospects, rising man.—J. R. Edwards, Ltd., 17621.

**S**ENIOR stockkeeper, experienced man interested in a definite progressive position in spares service department, write, giving full details of experience and qualifications.—Appleton & Son, 100 Newgate St., Roots Group Distributors, Hildersham Rd., Bredington, Yorks.

**S**ALESMAN wanted, Midlands city, preferably with some knowledge of caravan distributing trade but must have much experience in selling and advertising and prepared to work long hours in the season, excellent opening for suitable person.—State all particulars and wage required to Box 6476.

**SITUATIONS VACANT**

**A**N exceptional opportunity occurs in W. London for a first class fleet manager, age 35+, with good salary, permanent position, and attractive conditions. Sound knowledge and experience of all aspects of fleet management essential. Reply, short list, state particulars, training and promotion required. Box 6598.

**G**ARAGE manager and wife required for busy country garage in Lancashire. Must be fully experienced in all areas of workshop routine and involving; wife must be able to take charge of office and deal with all correspondence; nice bungalow attached with well-kept garden; salary and share in profits.—Apply Box 6599.

**U**

Apply, W. Marhsall, W. J. Reynolds (Motors), Ltd., 70 Broad House, New Rd., Dagenham, Essex. Rainham T 7813. 18 lines.

**R**EPRESENTATIVES required by well known motor agents on outskirts of Birmingham, also for Shropshire area; must have up to date experience on pre-commissioned sales, also commission, plus expenses, plus liberal Commission and Expenses; house provided if proved satisfactory after reasonable period, also free use of motor car.

**W**ANTED, energetic garage foreman, must be fully conversant with all types of private and commercial vehicles, leading agency held; modern workshop with up-to-date equipment, good working conditions, situation offers permanency and a new house is available immediately; please write, stating age, experience and qualifications required. Smithfield Garage Co., Ltd., Denbigh, North Wales.

**M**ECHANICS—Do you want to emigrate to South Africa where there is a beautiful climate, a high standard of living, and opportunities? If so, and you are a qualified motor mechanic single and under 35 years of age and wish to join a leading General Motors Distributor in South Africa with passage paid and hourly pay at £6/- with a guaranteed £4/- per week, send your application to—Box 223, The E. C. Advertising Co., Ltd., 100 Newgate St., E.C. 1. 15174.

**SITUATIONS WANTED**  
**E**X-NAVAL officer, pilot, 22, keen to enter motor car business, learn all branches.—Box 6706.

**K**EEEN young man (23), good education, motor repair experience, desire to work in motor trade (not necessarily technical) in motorcar field.—Box 6738.

**BOOKS, ETC.**  
**253** "Autocar" for sale, 1945/51; offers—197, Westbrook Ave., Margate. Thanet 5174.

**777** automobile, motor cycle and steam car books, various editions free.—Vivian Gray, Bookseller, 1087, Woods Heath, Sandown, Isle of Wight.

**H**ANDBOOKS of cars and motor cycles, also good assortment of maps at all Halford Branches in England, Scotland and Wales.

**BOOKS, ETC.**  
**UTILITY** Motor Bodywork, working drawings and instructions booklet, 35/- post free—Craftsmen Publications, 26, Regent St., London, W.1. 1627.

**B**RITISH Repair Manual comprehensive al. car, commercial vehicles; 12.5s.—Publishers Sales Service, Ltd., 26-9 Southampton St., Strand, W.C.2. 1361.

**19000** motor instruction manual, one copy, stamped envelope please; 12/- plus postage—Box 6598.

**D**YKES Automobile Encyclopedia, invaluable for garage motorists students, 1948, 461 pages, 4,000 descriptive leaflet free.—Thomas Co. (DAFC) 111, Buchanan St., Blackpool.

1952

**HOLES, GUEST HOUSES,  
ACCOMMODATION****THE RITZ HOTEL**

1st register (\*\*) A.A. & R.A.C. Appointed  
for your

**EASTER AND SUMMER HOLIDAY.**

Offers all Hotel amenities from 6/- to 9/- guineas, according to season.

Telephones in every bedroom. Ballroom with own Orchestra. Billiards room. Close to sea Front and Shopping Centre of

**ST. HELIER.**

For illustrated brochure "L" write to Manager.

**CONVALESCENCE** or ease and rest in warm country house, beautiful grounds, home produce, very attention, moderate terms.—Arrowsmith, "New Inn," Ousey, Bucks.

**PENSION** Tante rue Alexandre Dumas, Nicaise, 1000, Brussels, offers you all the comfort of a modern hotel for Fr. 200 inclusive, no extra, Swiss proprietor.—J. E. Zast. 17607.

**L**ONDON, West End, superior single and double furnished flatlets with private bath, P.O. tel. 21- daily, rooms and breakfast—Hilman Court, 51, Gloucester Place, W.1. Welbeck 2288. 3. [0912]

**HOTEL GUIDES**

**L**ITTLE Guide to Village Inns, 2/-, postage 2d.—Victor Hilton, 45, Fleet St., Torquay. [0917]

**AUCTIONS, TENDERS, APPOINTMENTS, ETC.****SEMI-DISPLAYED SECTION****AUCTIONS**

**GODDARD, DAVISON & SMITH, LTD.**  
MOTOR AND GENERAL AUCTION MART.  
AUCTION SALES EVERY MONDAY.  
Plant, Equipment, Machinery, Tools, Accessories, and Miscellaneous Goods.  
10 A.M.

**120 CARS, COMMERCIAL VEHICLES, ETC.**  
at 2 p.m.

**SPECIAL DEPT. FOR SALE OF MOTOR BUSINESSES,  
GARAGES & FILLING STATIONS FOR SALE &  
WANTED.**  
Specialist Agents & Valuers to the Motor Industry.

**THE AUCTION HALLS,**  
PUTNEY BRIDGE APPROACH, S.W.6.  
Tel. Renown 6101/2/3.

**GLOUCESTER MOTOR SALE**  
NEXT SALE FRIDAY, FEBRUARY 15th, 1952.  
At 2 p.m.

**E**ARLIEST possible notification is particularly requested in order that the sale may be extensively advertised.

**ENTRY forms free from—**

**J. PEARCE POPE & SONS.**  
AUTOMOBILE AUCTIONEERS AND VALUERS  
GLOUCESTER 21274/5.

**HAYWARDS HEATH.**  
**M**ONTHLY SALES OF MOTOR VEHICLES  
MESSRS. T. BANNISTER & CO.

conduct Sales of All Classes of  
MOTOR VEHICLES AND ACCESSORIES  
on the

FIRST FRIDAY IN EVERY MONTH

**E**NTRIES should reach the Auctioneers at least a fortnight before the sale in order to appear in the latest edition catalogue.

**OFFICIAL Entry Forms of**

**MESSRS. T. BANNISTER & CO., F.R.I.C.S.,**  
Chartered Surveyors, Market Place, Haywards Heath, (Tel. 607.)

**AUCTIONS**

**SOUTHERN COUNTIES  
CAR AUCTIONS,  
LIMITED.**  
SOUTHERN COUNTIES SALES

are held at THE HORSEHILL, CHICHESTER.

EVERY TUESDAY at 2 p.m. sharp.

THE HORSEHILL, SUSSEX. Telephone: 3115.

**FARNBOROUGH.** EVERY WEDNESDAY at 1 p.m. sharp.

PRIMLEY BRIDGES, FARNBOROUGH, HANTS. Tel. Canterbury 1496 & 1544.

Registered Office and Accounts Department.

**BURLINGTON HOUSE,** SOUTH STREET, FARNHAM.

Telephone: 5854-9. 13th FEBRUARY.

LONDON Office: 16-21, Langham House, Regent St., Telephone Langham 1442. 17920.

**NORTH ROAD GARAGE,  
EATON SOCON, BEDS.**

Sale by Auction.  
of Engineering Machinery, garage equipment and stock-in-trade, including O.P. lathe, surface and grinding machines, compressors, etc., also a wide range of usual equipment. A comprehensive stock of spare parts for all popular makes of vehicles. Also new Gardner engines, 100 h.p. and 4 saloon cars.

AUCTION SALE, WORCESTER, 13th FEBRUARY.

Catalogues of ROBINSON & HALL,

15A, ST. PAUL'S SQUARE, BEDFORD.

**DINGWALL MOTORS, LTD.**  
MOTOR AUCTION SPECIALISTS.

THREE SALES WEEKLY—WEDNESDAY 2.30, FRIDAY 2.30 and SATURDAY 3 p.m.

Drive your car here and see it sold.

Selling cars, vans, lorries, etc., as sold.

Collection and delivery arranged, entries up to com-

mittence of sale.

6-7, DINGWALL RD., CROYDON (1 MINUTE EAST CROYDON STATION). CRO. 3404/6.

**AUCTIONS**

**ALDRIDGES** (Est. 1753)  
HAVE BEEN SELLING MOTOR CARS BY AUCTION SINCE 1897.

**S**ALES HELD EVERY WEDNESDAY at 2 p.m.

**A**PPROXIMATELY 75 Cars, Vans offered each week.

Valuations for all purposes.

**C**ATALOGUES, entry forms, etc. of the Auctioneers.

**E**STATE department has numerous enquiries for garages, filling stations and industrial premises, also comprehensive register of businesses for sale.

**A**LDRIDGES, William Rd., N.W.1. Tel. Euston 2552, 4515 and 2745. 10775.

**TENDERS**

**CROMER AREA HOSPITAL MANAGEMENT COMMITTEE.**

**DISPOSAL OF VEHICLE.**

The above Committee invite

TELEGRAMS

for the purchase of the following vehicle.

1933 FORD 24HP GENERAL SERVICE VEHICLE

fitted with seats to carry 8 persons.

Details of arrangements for inspection of vehicle and instructions regarding tenders may be obtained from

THE SECRETARY, CLIFF AVENUE, CROMER.

**EDUCATIONAL**

**LOUGHBOROUGH COLLEGE,  
LEICESTERSHIRE, ENGLAND**

COURSES IN ENGINEERING AND SCIENCE.

FULL TIME courses leading to Diplomas and/or Degrees in Mechanical, Civil, Electrical, Agricultural, Chemistry and Physics. The College maintains its own Workshops, Electrical Generating Station and Aerodrome. Students spend alternate weeks in lecture rooms, laboratories and productive engineering workshops.

THE College is fully residential and offers accommodation to over 1,000 students in modern Residential Halls. Recreational facilities include a large hall, two athletic grounds, gymnasium, Sports Hall, indoor and outdoor swimming pools, and stadium.

For prospectus giving full details apply to the Registrar.

## A. PELHAMS

Sectional Building Manufacturers  
OXFORD ROAD, UXBRIDGE, Middx.  
Phone: UX. 233

Established 1900



### GARAGES

SIZES:  
12' x 8'      14' x 8'      16' x 10'

We can also supply Sanatoria No. 25

6' x 6' 7' x 7' 8' x 8'

We are all ex-service men.

PLEASE SEND FOR LEAFLET



**STIKASTRIP**  
A CLATONITE PRODUCT

STIKASTRIP the adhesive sponge - rubber sealing strip, sticks to wood, metal, glass and other surfaces, and has hundreds of uses. For window frames, radiators, bonnets, headlamp gaskets and in many other places where cushioning or weather-stripping is required.

STIKASTRIP stops draughts, rattles, and absorbs vibration. Supplied in 10-ft. rolls in cartons ; in several sizes, from 4 ft per carton.

HOWARD CLAYTON-WRIGHT LTD.  
WELLESBOURNE WORCESTERSHIRE

Telephone : Wellesbourne 31673

## BATTERIES

6 VOLT, 8 PLATE  
65/3d.  
12 VOLT, 8 PLATE  
127/6d.  
**WITHAM'S**

18 BALHAM HILL, S.W.12. BATteries 3293 3769  
All types of batteries stocked.

# 80,000

NEW BALL RACES, ROLLER,  
THRUST AND TIMKEN RACES  
IN STOCK, ADVISE REQUIREMENTS  
Claude Rye Ltd., 899-921 Fulham Rd.,  
London, S.W.6. RENOWN 6174 (20 lines)

**GARAGE**  
Catalogue Free  
Garage illustrated. Steel Framed  
Walls of corrugated asbestos  
cement sheeting. Floor and  
Roofing available. Other sizes  
available. £42 10s. Od.

Write for illustrated material to  
Dept. A, MOLESEY SHEET METAL WORKS,  
14 Grove Road, East Molesley, SURREY

**FIT THE GENUINE OILCOIL**  
SAVES REPAIRS by fitting a Runbaken Oilcoil.  
Ensures immediate starting, greater power,  
increased acceleration. From Garages,  
Halfords or direct. Guaranteed 2 years.  
Send for interesting leaflet IIA.

RUNBAKEN MANCHESTER 1



### KEEP OUT THE WEATHER THE EASY WAY

Reproof your car with best heavy black  
topping. 52' width. 15 yd. Obtainable  
only at Edgware Motor Accessories.

Stockists: Hemmings, London, Cloth, Rubber  
Mouldings and all body trimming sundries.  
Order with confidence. C.O.D. or send for free  
samples. No order too small or too large.

**EDGWARE MOTOR ACCESSORIES**  
121, High St., Edgware, Middx. EDG 4789.  
Open 9-6 weekdays

## TO THE TRADE ONLY

We are the finest organisation  
in the country for post-war low mileage  
cars to the TRADE ONLY

Send for stock lists  
(mailed every 10-14 days)



55-57, SOUTH EDWARDES SQ.,  
KENSINGTON, LONDON, W.8  
(5 minutes High St., Kensington Underground)  
Telephone: WESTERN 4381



## THE AUTOCAR HANDBOOK

A Complete Guide to the Modern Car,  
20th Edition. By "The Autocar" Technical Staff.  
242 pages packed with invaluable information for the ordinary car owner. Components of modern and older-type cars are described in detail, but lengthy technical explanations are avoided.

5s. net. By post 5s. 3d.

## AUTOMOBILE ELECTRICAL EQUIPMENT

(4th Edition). By A. P. Young, O.B.E.,  
M.I.E.E., M.I.MECH.E., and L. Griffiths,  
M.I.MECH.E., A.M.I.E.E. Covers in detail  
every aspect of generation, lighting,  
starting and ignition from the basic  
theory to detailed descriptions of the  
various types of dynamo, starting motor,  
battery, lighting and ignition systems in  
current use. 25s. net. By post 25s. 8d.

Obtainable at all booksellers or direct from:

Dorset House, Stamford St., London, S.E.1

## WASHLEATHERS

Genuine Oil Tanned full size Skins, approx'  
size 36" x 26". £7.50 per doz. Sample sent  
on receipt of P.O. 1/-.

FOREIGN ENQUIRIES INVITED  
JAMES STOTHERT LTD.  
Wholesale and Export  
4, FITZGERALD ST., PRESTON

## BATTERY CHARGER

Just plug it on to your car battery,  
200-250 A.C. mains. Nothing to  
disconnect. Available in 6 v. and  
12 v. models at 1 amp. charge.  
Each one tested and guaranteed.

REGOY ELECTRICAL  
33, Bedhampton Rd., Havant, Hampshire

47'6

plus post and  
packing 1s.

## HOW'S THE BATTERY?



NEO ELECTRICAL INDUSTRIES LTD. MANCHESTER 4

NEO' BATTERY  
CAPACITY INDICATOR  
GIVES ANSWER!

6 + 12 volt models from  
Garages, Halfords or  
Direct.

30/-

# £50,000

Immediate cash available for purchase of New Ball &  
Roller Bearings, all types, Steel Balls & Rollers,  
Top Prices Paid, small quantities accepted.

**CLAUDE RYE LTD.**  
899-921, FULHAM ROAD, LONDON, S.W.6.  
Renown 6174.

## OIL IMMERSED BATTERY CHARGER

Self-regulated and compact. With high  
voltage output, it will charge 60 batteries in  
one hour. For 12 volt batteries of 1-10  
amps. Write for interesting leaflet IIT.

RUNBAKEN MANCHESTER 1

## RATCHET AND REVOLUTION COUNTERS



PLEASE SEND FOR LEAFLET  
No. 18.7  
SHOWING  
FULL RANGE  
OF COUNTERS  
SPEEDS UP TO  
6,000 R.P.M.

SOLE MAKERS and PATENTEES  
**B. & F. CARTER & CO. LTD., BOLTON 8**

Members of B.E.H.T.C.O. Organisation.

**Collier's**  
TRADE MARK

### WORM DRIVE HOSE CLIP

THE MOST POSITIVE WORM DRIVE  
The worm turns right through the head, thus affording an absolute instant grip under all conditions.

COLLIER & COLLIER LTD.  
NORTH HORNSEA, CO. YORKSHIRE

# LOOSE COVERS

SUPERBLY TAILORED  
FOR YOUR CAR



*Arthur Mulliner*  
LIMITED

BRIDGE STREET, NORTHAMPTON

Please send patterns and prices of tailored loose covers, including Tygans, Tartans and Bedford Cords.

MAKE, MODEL & YEAR OF CAR

NAME

ADDRESS

DATE A.R.  
POST TODAY!

## GREGORY'S SECTIONAL BUILDINGS

Sectional Asbestos or Wooden Garages



**GREGORY'S SECTIONAL BUILDINGS LTD.**  
Bldgs. S. 278, HIGH ST., UXBRIDGE, MIDDLESEX  
Area Committee: Bekonscot, Uxbridge, etc. Order 2623  
for illustrated list of the above, also Greenhouses, Sheds, Loose Boxes, Poultry Houses, Pig Houses etc.

## AVOID DAZZLE DANGER



Scientifically developed Lenses embodying mercury coated half mounts at the top to reflect glares of oncoming traffic. The large lens area gives a clear view. Gold plated frames reinforced hockeystick ear pieces, hinged joints with bridge and nose pads. Write for New Illustrated Catalogue, price 6d. Post 1/-.

**CLAUDE RYE LTD.**  
899-921 FULHAM ROAD, LONDON, S.W.5

25/-

## Speed up your work with a DIXON-BATE TRAILER

TWO-WHEELED TRAILER  
FOR FAST TOWING  
BEHIND CAR OR JEEP

Work is made easier with a Dixon - Bate trailer and this sturdy build promises years of hard work without trouble. Two-wheeled trailers are made for capacities from 4 cwt. to 30 cwt. and all are fully fitted—including ball coupling, mudguards, number plate, tail light and cable with front connector.



MODEL 4HC (4 CWT.)  
AND MODELS UP TO  
20 CWT. CAPACITY

WRITE today for illustrated literature specifying the type of trailer which interests you, to B. Dixon-Bate Ltd., Chester, 2.

We specialise in towing brackets for most modern cars.

Get your  
**MIDLAND**  
SUPREME  
WINTERSHIELD  
NOW -



Ensures easy starting under adverse conditions. Maintains thermal efficiency and saves petrol and oil. Flap adjustable to 3 positions. Radiator Muffs also available.

### WINTERSHIELDS

| MORRIS     | ROVER          | AUSTIN      | FORD          |
|------------|----------------|-------------|---------------|
| 8 (1939/48 | 37/-           | 10 (1939/47 | 37/-          |
| MINI       | 42.            | A-40        | 8 (1940/47    |
| 1949/51    | 44.            | 1947/51     | 37.-          |
| OXFORD     | 14 (1939/47    | PRINCESS    | 10 PREFECT    |
| 1949/51    | 37.            | 1948/51     | 1949/51       |
| 1949/51    | 37/-           | 1948/51     | 44.           |
| 1949/51    | 60/75 (1948/49 | 1948/50     | 30 H.P. PILOT |
| 1949/51    | 37.            | 1948/51     | 44.           |

Models to fit all makes of cars and commercial vehicles.

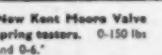
From your local Service Station, or direct from:  
**THE MIDLAND GEAR CASE CO. LTD., SPRING RD., BIRMINGHAM, 11**  
Tel.: Springfield 1153.

## LANE ACCESSORIES

offer the following unrepeatable bargains  
in NEW Ex-Govt. Surplus GARAGE EQUIPMENT



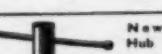
New Alemite Grease Gun, push action with hydraulic snap on nipple  
£1. 8. 0 each.  
With Tackzerk nipple £1. 0. 0 each.



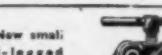
New Kent Moore Valve  
spring tester. 0-150 lbs  
and 0-6."



New Austin 3-ton Complete  
rear axle assemblies. Unrepeatable offer. £30 each.



New 2½" Hub Nut  
wrenches.  
Complete with  
tommy bar.  
18.6 each.



New small:  
4-legged  
sprocket  
pullers  
7/6 each.



New Lock-  
head  
Filters  
Save your off £s in Fluid alone.  
12.6 each.



New  
Adjustable  
2 legged  
pullers.  
£1. 2. 6  
each.

EACH ITEM IS OFFERED WITH MONEY BACK GUARANTEE.

TERMS: Cash with order. Carriage free.

**LANE ACCESSORIES, COUNTY BRID. E, WILLENHALL, STAFFS**

## LOOSE COVERS

TAILORED IN CHOICE MATERIALS INCLUDING BEDFORD CORDS AND TARTANS.

**SEND NOW** FOR FREE PATTERN FOLDER WITH FULL INFORMATION.



Please send free PATTERN FOLDER & PRICE LIST POST FREE and no obligation on my part.

NAME

ADDRESS

MAKE OF CAR

BLOCK LETTERS PLEASE (A)

**MILLERS Car Equipment**  
PALMERSTON Rd - SPARKBROOK BIRMINGHAM II (VIC. 114)

## EVERYTHING for the MOTORIST



### DEFROSTERS

Station fitting defrosters with one-inch bar. To suit 6 or 12 volt circuits, complete with mounting brackets worth 19/-

**OUR PRICE** Post & Packing Ltd. 11/-

Superior Quality "Airlow," 21/-



### INDICATOR MIRRORS

Laminated glass, square section fitting. Indicators mounted with ball joint fitting. Available to any angle size from 45°. **OUR PRICE** 2/11  
Postage and Packing 6d.

### NECOL CHROME PLATED MIRRORS

Protect your chrome during the winter with NECOL, as used during the war for protection of aircraft mirrors. It dries as hard as varnish and resists oil with petrol or thermal heat. **OUR PRICE** (P. & P. 11d.) 16/-

**MARSH & SONS LTD.**  
**MOTOR SUPPLIES**

MAIL ORDER Dept. A, 296-302, Camberwell Road, London, S.E.5.

## INDEX TO ADVERTISEMENTS

|                                      | PAGE        |                                        | PAGE      |                                        | PAGE         |
|--------------------------------------|-------------|----------------------------------------|-----------|----------------------------------------|--------------|
| <b>A</b> CLAND & TABOR, LTD.         | Edit. 180   | <b>F</b> AXALL PRODUCTS, LTD.          | 12        | <b>N</b> AYLOR & ROOT, LTD.            | 128          |
| Adlards Motors, Ltd.                 | 129         | Ferodo, Ltd.                           | Cover III | Neale James, & Sons, Ltd.              | 14           |
| Arco Motors, Ltd.                    | 19          | Firestone Tyre & Rubber Co., Ltd.      | 3         | Neo Electrical Industries, Ltd.        | 168          |
| Armstrong Siddeley Motors, Ltd.      | 119         |                                        |           | Newman, George, & Co.                  | 129          |
| Austin Motor Co., Ltd.               | Front Cover |                                        |           | Newhams Co., Ltd.                      | 130          |
| Automotive Products Co., Ltd.        | Cover II    | <b>G</b> AMAGE, A. W., LTD.            | 16        | Nuyaw Manufacturing Co., Ltd.          | 19           |
| <b>B</b> & H. MOTORS                 | 129         | Gervis Components, Ltd.                | 20        | <b>O</b> LDING, JACK, & CO., LTD.      | 123          |
| Batley, Ernest, Ltd.                 | 14          | Glanfield Lawrence, Ltd.               | 131       | Overseas Cars, Ltd.                    | 131          |
| Birmingham Mfrs & Traders, Ltd.      | 19          | Gregory's Sectional Buildings, Ltd.    | 169       | <b>P</b> ASCALL, M. R., LTD.           | 16           |
| Black & Decker, Ltd.                 | 21          | Grose, James, Ltd.                     | 8         | Pelham, A.                             | 168          |
| Blanchflower (Kettering), Ltd.       | 14          | <b>H</b> AMILTON MOTORS (LONDON), LTD. | 12        | Perry, W. Harold, Ltd.                 | 129          |
| Borg & Beck, Ltd.                    | 118         | Headen, A. E.                          | 168       | Power Petroleum Co., Ltd.              | 129          |
| British & Colonial Motors, Ltd.      | Edit. 185   | Highfield Garage                       | 130       | Pride & Clarke, Ltd.                   | 129          |
| British Belting & Asbestos, Ltd.     | 2           | Hillman Motor Car Co., Ltd.            | 1         | <b>R</b> EBOY ELECTRICAL               | 168          |
| British Leather                      | 116         | <b>I</b> LIFFE & SONS LTD.             | 110       | Renault, Ltd.                          | 13           |
| Brown, Gerry, Motors, Ltd.           | 168         | Imperial Chemical Industries, Ltd.     | 7         | Robinson, L. & Co. (Gillingham), Ltd.  | 20           |
| Brown's Garage                       | 139         | Intalok, Ltd.                          | 12        | Rolls-Royce, Ltd.                      | 117          |
| B.U. Supplies & Machinery Co., Ltd.  | 8           | <b>J</b> ARVIS OF WIMBLETON            | 129       | Rover Co., Ltd.                        | 5            |
| <b>C</b> AR MART, LTD.               | 10, 132     | John Bull Rubber Co., Ltd.             | 21        | Rowland Smith Motors, Ltd.             | 131          |
| Carter, B. & F., & Co., Ltd.         | 169         | Johnson, S. C., & Son                  | 6         | Runbaken Electrical Products           | 168          |
| Champion Sparking Plug Co., Ltd.     | 124         | <b>K</b> EY LEATHER CO., LTD.          | 18        | Rye Claude, Ltd.                       | 14, 168, 169 |
| Clark, Wm. (Spare Parts), Ltd.       | 17          | <b>L</b> AMBS, LTD.                    | 130       | <b>S</b> AU NDERS, H. A., LTD.         | 125          |
| Clayton-Wright, Howard, Ltd.         | 168         | Lancaster Motor Co., Ltd., The         | 121       | Scott, Walter, Ltd.                    | 139          |
| Cleveland Petroleum Co., Ltd.        | 129         | Lane Accessories                       | 169       | Smith & Hunter Ltd.                    | 130          |
| Collier & Collier, Ltd.              | 169         | Laycock Engineering Co., Ltd.          | 15        | Smith, S. G., Motors, Ltd.             | 128          |
| Cooden Engineering Co., Ltd.         | 131         | Lister Equipments, Ltd.                | 168       | South Eastern Battery & Electrical Co. | 168          |
| Cooper & Smith                       | 16          | Lucas, Joseph, Ltd.                    | Cover IV  | Standard Motor Co., Ltd.               | 113          |
| Co-operative Insurance Society, Ltd. | 127         | Lunken Co., Ltd., The                  | 18        | Stothert, James, Ltd.                  | 168          |
| Crook, Anthony, Motors, Ltd.         | Edit. 186   | <b>M</b> AI DSTONE ENGINEERING CO.     | 128       | Sunbeam-Talbot, Ltd.                   | 9            |
| <b>D</b> AVIES MOTORS, LTD.          | Edit. 188   | Marble Arch Motor Supplies, Ltd.       | 170       | <b>T</b> ANKARD & SMITH, LTD.          | 131          |
| Davis, Godfrey, Ltd.                 | 128         | Mayfair Garages, Ltd.                  | 181       | Thorn, J., & Sons, Ltd.                | 26           |
| Dixon-Bate, B., Ltd.                 | 169         | Measham Motor Sales Organisation       | 4         | Trinity Cars, Ltd.                     | 129          |
| Dominion Motor Spirit Co., Ltd.      | 122         | Midland Gear Case Co., Ltd.            | 169       | Tungstone Products, Ltd.               | 18           |
| Dunlop Rubber Co., Ltd.              | 11, 115     | Miller's Car Equipment                 | 170       | <b>U</b> NIVERSITY MOTORS, LTD.        | 127          |
| <b>E</b> DDGWARE MOTOR ACCESSORIES   | 168         | Molesey Sheet Metal Works              | 168       | <b>W</b> AKEFIELD, C. C., & CO., LTD.  | 129          |
| Edison Swan Electric Co., Ltd., The  | 17          | Montrose Motors                        | 129       | Webb, Harold, Motors, Ltd.             | 128          |
| Elite Motors (Tooting), Ltd.         | 131         | Morgan Motor Co., Ltd.                 | 19        | Wingard (M. A.), Ltd.                  | 16           |
| Esso Petroleum Co., Ltd.             | 114         | Morris, S., & Co., Ltd.                | 130       | Witham's Motors, Ltd.                  | 168          |
| Evans & O'Malley, Ltd.               | 128         | Mulliner Arthur, Ltd.                  | 169       | Worldwin Products, Ltd.                | 20           |
| Eversure Accessories, Ltd.           | 8           |                                        |           |                                        |              |

FOR INDEX TO AUSTIN SUPPLEMENT SEE PAGE 22



# FERODO

BRAKE LININGS

*are again chosen as standard equipment  
on the*

**new Austin A40**

FERODO LIMITED · CHAPEL-EN-LE-FRITH

A Member of the Turner & Newall Organisation



Dipping Mirror ●

● Anti-glare Mirror

**Dipping Mirror.** Another contribution to safer motoring during the hours of darkness. The mirror with the dipping device; incorporating a scientifically designed optical prism which gives you "second sight." From the normal daytime position by a mere flick of the finger it eliminates the blinding reflection from the headlights of following cars. At the same time, a secondary image of less intensity is brought into focus which gives you a clear and comfortable vision of the traffic behind. Model 584. For top of screen mounting, pendant position, (as illustrated). Model 585. For scuttle rail or facia mounting, upright position. Finished in Polychromatic Brown and Chromium. Price 40/-.

**Anti-glare Mirror.** By a mere flick of the finger, all reflected glare from the headlamps of following cars can be obviated with the Lucas Anti-glare Mirror. At a touch, the spring toggle directs the angle of setting of the mirror downwards. A slight pressure on the reverse side of the toggle immediately restores the mirror to its original setting. A neat chromium plated bracket and ball joint enables it to be adjusted for correct reflection. Easily fitted as a replacement for most interior mirrors. Model 587 Price 10 6d. Obtainable from your local garage or nearest Lucas agent.



## LUCAS DIPPING MIRRORS

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND